"All the News That's Fit to Print."

The New York Times.

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THE WEATHER.
Generally fair; fresh west to northwest winds.

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TO-DAY:
TEN PAGES,
WITH FINANCIAL REVIEW AND QUOTATION SUPPLEMENT.

THE NEWS CONDENSED.

Cash wheat, No. 2 red, 77⅞c; cash corn, No. 2 mixed, 37⅝c; cash cotton, 6½c.

FOREIGN.—The situation of the Government of Santo Domingo is critical, an attack by the revolutionary forces being expected at any moment. Troops had to be called out in Paris to quell a disturbance, and at Rennes an attack was threatened on Maitre Labori, counsel for Capt. Dreyfus. According to reports published in Paris, there is no case against Col. du Paty de Clam, and Maitre Labori will demand that M. Quesnay de Beaurepaire disclose the names of the persons from whom he received the alleged evidence of the guilt of Dreyfus. State Secretary F. W. Reitz of the Transvaal intimated that Great Britain's suggestion of an inquiry would be resisted unless it should embrace all matters in dispute between the two Governments in recent years, including the convention of 1884. The London papers of this morning speak in praise of the work accomplished by the Peace Conference—Pages 1 and 7.

Page 1.

Two men and a boy were drowned in the Delaware at Philadelphia by the capsizing of a rowboat.

Thirty cases of what is believed to be genuine yellow fever and three deaths from the disease have been reported at the National Soldiers' Home, near Hampton, Va.

President McKinley spent a quiet day at Plattsburg yesterday. A cold wave struck the place at night, and wraps and overcoats were in demand.

Ernest Marquart, a twelve-year-old boy, was caught robbing a till at Red Hook, near Poughkeepsie, and was sent to the Elmira Reformatory.

The much-advertised coronation of a gypsy queen at Netherwood, N. J., yesterday attracted a crowd of 6,000 persons, who found they had encountered a brand new game.

A passenger train and a freight train were wrecked on the Erie Railroad, near Lackawaxen, about 11 o'clock Saturday night. The engineer and the fireman of the passenger train, which was the New York vestibuled for Buffalo and Cleveland, were killed and seventeen of the passengers and a number of the crew were injured. Among the passengers were several New Yorkers. Thieves from Port Jervis robbed a number of the victims.

Page 2.

Senator Platt announced at the Oriental Hotel yesterday that Albert H. Sewall would probably succeed the late Justice Follett on the bench.

A rumor was in circulation yesterday that Dr. Jenkins has borne the news to Mr. Croker in England of a call to the citizens of New York to rise up and get rid of all bosses.

Miss Florence T. Donnell, daughter of the late Ezekiel J. Donnell, was taken to Bellevue Hospital from the Plaza Hotel yesterday, temporarily violently insane. She had alarmed the hotel guests by her hysterical outcries and screams for help.

The members of the Samoan Commission have forwarded their report, together with the draft of an amended treaty, to their respective Governments. They recommend the abolition of the Kingship and other important changes in the form of government.

President McKinley will give a reception and a dinner in honor of Admiral Dewey when the latter visits Washington. Admiral Dewey, when questioned at Trieste, declined to discuss the alleged interview, in which he was represented as predicting a war with Germany.

Page 3.

The fight of the pension attorneys for the removal of Commissioner Evans continues. One of the new arguments advanced is that a bitter fight is being waged against the Commissioner in his own State for delegate at large to the National Convention.

Page 4.

Some reasons for the failure of the surface railroad strikes in Manhattan and Brooklyn were disclosed at the meeting of the Central Federated Union yesterday. The men were never properly organized, and General Master Workman Parsons failed to show the Central Federated Union that a union of railroad men existed, as he alleged.

The twenty-one men arrested in Brooklyn on suspicion of being involved in the elevated road dynamite outrage, it was said yesterday, will bring suits against the Brooklyn Rapid Transit Company for $210,000 damages.

Page 5.

Eddie Bald yesterday defeated Arthur A. Zimmerman in a mile bicycle race on the Vailsburg track.

It has been definitely decided that the Columbia and the Defender will race again on Wednesday and Friday. The Columbia was out yesterday at Newport and tried her new mast.

Page 7.

The last Sunday evening sociological conference of the Summer took place at the rooms of the Social Reform Club last night.

Page 10.

Two more deaths from the Brooklyn trolley cars were reported yesterday.

Ex-Mayor Gleason of Long Island City has decided to fight the Queens Borough tax rate.

Franz Bohmer of 376 East Seventy-sixth Street was run down and killed last night by a trolley car on Jerome Avenue.

Two men and a boy were caught at the Brighton Beach Hotel yesterday while in the act of robbing one of the rooms.

George McAneny, Secretary of the National Civil Service Reform League, has addressed a letter to Secretary Gage in answer to the Secretary's letter regarding the President's civil service order.

Miss Irene Simpson of Newark was killed by a trolley car yesterday. She was driving with two brothers. The wagon was hit by the car. One brother was seriously injured and the other was badly bruised.

The bark Glenrosa, which arrived off Scotland Lightship last Monday and was dismasted in a storm, was towed into port yesterday after having drifted about helplessly for five days.

Arrivals at Hotels and Out-of-Town Buyers. Page 2.
Marine Intelligence and Foreign Mails.—Page 3.
Yesterday's Fires.—Page 2.
Court Calendars.—Page 5.
Weather Report.—Page 2.
Losses by Fire.—Page 2.
Real Estate.—Page 5.
Markets.—Page 5.

Ocean Grove Camp Meeting.

Special to The New York Times.

OCEAN GROVE, July 30.—The several meetings held to-day on the camp grounds were in the interest of temperance, the leaders of the services being officials of the National Temperance Society. Despite the threatening weather 8,000 persons gathered in the Auditorium for the morning service. Bishop Fitzgerald presided, and the sermon was preached by the Rev. Dr. Theodore L. Cuyler of Brooklyn. The sermon this evening was preached by the Rev. Dr. James B. Dunn of New York, Secretary of the National Temperance Society. His theme was "The Story of the Canteen," and he made a strong plea for the suppression of liquor selling in the military camps.

Van Ness Still in Jail.

NEWARK, N. J., July 30.—Schuyler Van Ness, who within a few days is to receive $36,000 in cash, is still a prisoner in the county jail, to which he was committed because he could not pay a fine of $2.50. He is, however, a voluntary prisoner now, as money has been received for his fine, and he might have gone free to-day. The amount of the fine was received by Warden Underhill, who declines to say who advanced the money. Van Ness decided to remain in jail until to-morrow morning, when he will start for New York.

Secretary Alger Goes Out To-day.

WASHINGTON, July 30.—Secretary Alger and Mrs. Alger returned to Washington this afternoon. The Secretary will formally relinquish control of the War Department to-morrow, and his successor, Mr. Elihu Root, will take hold.

DOUBLE WRECK ON THE ERIE RAILWAY

Freight Runs Into a Landslide, and Passenger Train Follows.

TWO KILLED AND 26 INJURED

Thieves from Port Jervis Rob a Number of the Victims.

Several New Yorkers Injured—The Killed Men Were from Port Jervis —Three Passengers Missing.

PORT JERVIS, N. Y., July 30.—At 11 o'clock last night, Erie passenger vestibuled train No. 7, for Buffalo and Cleveland, leaving Jersey City at 7:30 o'clock, was wrecked and burned two miles east of Lackawaxen, only two cars escaping the flames. The train consisted of a mail car, express car, café car, and three Pullman cars. The wreck occurred during a storm which caused a landslide. An east-bound Erie freight train was first wrecked, and the passenger train plunged into the freight wreck. The engineer and fireman of the passenger train were killed, and fifteen passengers and a number of the crew of both trains were injured. In addition, three passengers are unaccounted for.

The wreck was preceded by a cloudburst and storm which lasted two hours. A section of the bank fell on the east-bound tracks directly in front of the freight train. Several trees went down with the rocks and the earth, and the freight cars and engine were turned over directly across the west-bound tracks of the Erie Road. Fifty-five freight cars constituted the train, though only twenty-two were derailed, and the débris was piled up on the west-bound tracks just as the No. 7 Buffalo and Cleveland express put in an appearance, running at the rate of fifty miles an hour. The engine of the express train crashed into the wreck and the baggage and mail car, combination and buffet car, and two Pullman sleepers were piled up on the tracks immediately in front of the wrecked freight cars. The first sleeper was split into two parts as a result of the accident, and the passengers were thrown thirty feet down a bank. Fire at once broke out and four cars of No. 7 and nine of the freight cars were burned.

Baggage Master Becker, who found himself under the baggage car door, recovered consciousness to discover that he was alone in the heart of the wrecked passenger cars. He managed to crawl from his position only to find a blaze starting in front of him, while half of a car was somehow braced up immediately over him. He called for assistance, but there was no response. Then he saw the passengers who had been hurled down the thirty-foot embankment, endeavoring to extricate themselves from the débris and make their way up the bank. They were clad only in their night clothing, and many of them were bleeding and moaning.

At once the uninjured passengers and members of the crew began a systematic work of rescue. Blankets were brought in from the Pullman cars and wrapped around shivering, hysterical women and half-conscious men. Word was telegraphed to Port Jervis, a relief train was at once arranged for, and Dr. Cuddeback, Dr. Swartout, Dr. Johnson, and several trained nurses returned for the purpose of caring for those needing immediate assistance. The relief train soon reached the scene of the accident, and nearly all of the injured persons were removed to the hospital.

Following is a complete list of the killed and injured, as far as known, up to the present time:

KILLED.

OUTWATER, STEPHEN, Port Jervis, engineer.
SELLS, FRANK, Port Jervis, fireman.

INJURED.

BOYD, G. H., Sharon, Penn.; scalp wound.
BOYD, Mrs. G. H., Sharon, Penn.; bruises on back and shoulders.
BELZ, G. E., Cleveland, Ohio; cuts on the head and hand burned.
BECKER, JOHN, Attica; baggagemaster; head cut, and bruises.
COLLINS, A. S., 344 West Avenue, Buffalo; slight injuries.
DRAKE, F. L.; Pullman conductor; slight injuries.
DUNBAR, WILLIAM, New York; chef; bruises, scalded.
FREYBOLD, W., 62 Jefferson Street, Hoboken; slight injuries.
FRAZIER, ROBERT, Jersey City; waiter; scalded hands.
HEATH, Mrs. F. C., 1,838 Seventh Avenue, New York; cut on head and back injured.
HUNT, Mrs. ELIZABETH, Newark; slight bruises.
KILPATRICK, F. S., 117 Seventeenth Avenue, Denver; slight injuries.
LOVEJOY, WILLIAM, Jersey City; waiter; burned hands.
MOORE, JEANETTE, Cleveland, Ohio; slight injuries.
MULFORD, Miss FLORENCE ADEL, Newark; slight bruises.
MERGOTT, F. L., Newark; slight contusion, bruises on left leg.
PARKER, L. E., 21 Cortlandt Street, New York; hands burned.
SANFORD, FRANK M., New York; chef; bruises, scalded.
SHAY, BERNARD, Port Jervis; engineer, freight, pelvis broken.
SMITH, FRED, Port Jervis; brakeman; shoulder broken.
SMITH, RICHARD, 298 Milwaukee Street, Chicago; slightly injured.
STEPHENS, C. L., 117 Garfield Avenue, Chicago; bruises, minor contusions.
TRIMMER, J. M.; trainman, No. 7; shoulder injured.
THORNTON, MICHAEL; porter; shoulder bruised.
VIEU, F., 3 West Third Street, New York; cut on head and right arm.
WELCH, TIMOTHY; conductor, No. 7; back and legs injured.

Miss Mulford, who is a singer from Newark, and Mrs. Hunt of the same place were on their way to attend a Chautauqua Society meeting. They were taken to the residence of friends here.

Of the persons injured and now at the hospital, Bernard Shay of Port Jervis, the engineer of the freight train, and G. E. Belz of Cleveland, Ohio, were most seriously hurt, but it is not thought that their wounds will of necessity prove fatal. Mr. Belz is a stenographer in the office of Traffic Manager Thomas of the Erie system, with headquarters at Cleveland.

Several thieves from Port Jervis, who, it is supposed, reached the scene of the wreck on the relief train, ransacked the clothes of the passengers during the period of excitement. F. Vieu, of 3 West Third Street, New York, lost clothing containing $300 in bills and a gold watch. F. S. Kilpatrick of Denver lost $100, a gold watch, a diamond pin, and a diamond stud. On the way to the hospital he noticed a man wearing his trousers. Together they went through the pockets, but found the money gone. The man said the trousers had been given him by one of the trainmen, but claimed that the money and valuables must have been taken before he received the present of the clothing.

After several hours' search the bodies of Engineer Outwater and Fireman Sells were found under their engine by persons attached to the wrecking train. Both bodies had been burned to the waist. The men were identified by their watches.

Conductor Welch, who was removed to his home, was not seriously injured. He had a train check in his possession, showing three persons as yet unaccounted for. Two were from Cleveland and one from Cattaraugus. The Cattaraugus man traveled on an editorial ticket. It is believed that all three have taken refuge in the vicinity of the wreck, and that they will be heard from later.

Thousands of persons visited the scene of the wreck to-day.

AN OFFICIAL STATEMENT.

Superintendent of Transportation Van Keuren of the Erie Says Accidents Were Unavoidable.

Superintendent of Transportation George Van Keuren of the Erie Railroad was at the Jersey City offices of the company all day yesterday, assisted by his clerks, receiving details regarding the wreck and directing the work of caring for the dead and wounded and preparing for the resumption of traffic.

When seen at his office yesterday afternoon Superintendent Van Keuren gave the following official version of the series of accidents:

"As far as we have been able to learn," he said, "it was brought about by an act of Providence, and could not be avoided through human foresight or ingenuity. The primary cause was a severe rain and wind storm, which raged throughout that section last night, causing a nasty slide on the Erie tracks at a point on the Delaware River two miles east of Lackawanna and twenty-one miles west of Port Jervis. At this particular point a steep hill towers on one side of the tracks, while on the other an embankment shelves more or less abruptly down to the river. With the landslide a big tree had fallen directly across the east-bound track. The exact hour when the slide occurred is, of course unknown, but it could not have been many minutes before 11 o'clock, at which hour Freight Train No. 82, with 55 cars, bound east, reached the spot, running at the usual rate of speed—about 20 miles an hour. There is no curve at this point and the stretch of roadbed is without grade. The night was very dark, and we are led to suppose that neither the engineer, B. Shay, nor his fireman, Parsons, saw the obstruction, at least, until the engine was close upon it.

"The engine struck the obstruction and was thrown a considerable distance down the embankment, fifteen freight cars were derailed and piled up in a confused heap on the west-bound track or scattered along the side of the roadbed.

"Passenger Train No. 7, which left Jersey City at 7:30 o'clock, bound west, was due at that point at that moment, and the flagman of the freight train, recalling that fact, started on the run down the west-bound track to give the warning. He was too late, however, for within two minutes after the first train was wrecked the passenger train came in sight, running at a high rate of speed. The engine of the passenger train struck the wreckage of the freight train and was completely wrecked, being derailed and run a considerable distance in the mud. Following the engine into the mud were the mail, express, and café cars and two sleepers. The derailed cars were badly wrecked.

"The news of the accident was carried to Lackawaxen by the trainmen, and as soon afterward as possible wrecking trains with physicians on board were dispatched to the scene from Port Jervis and Hornellsville.

"The dead and injured were taken to Port Jervis, and several of the latter proceeded on to their destinations soon afterward. As far as we can learn, none of the injured is in any danger. Some of the hurts were trivial. The west-bound track was opened at 11:45 o'clock this morning, and the east-bound track will be open for traffic at 6 P. M. The roadbed where the accident occurred has always been in good condition, and never gave any trouble before. The Erie Railroad is furnished with a complete system of block signals, but the peculiar combination of circumstances under which the first accident occurred rendered the second inevitable. We will make a thorough investigation, of course, but at present do not attach any blame to any one."

PARIS AND RENNES DISTURBED.

A Public Meeting Ends in a Melee and an Attack Is Threatened on Capt. Dreyfus's Counsel.

PARIS, July 30.—M Paul Deroulède, President of the League of Patriots; M. Marcel-Habert, Revisionist member of the Chamber of Deputies, and M. Millevoye, editor of La Patrie, addressed a patriotic meeting to-day at Mende, Department of Lozere, declaring that the Parliamentary republic was responsible for all of France's trouble. The meeting ended in a mêlée, and it was found necessary to call upon the gendarmes and a battalion of infantry to disperse the crowd.

A telegram from Rennes announces that an affray occurred there to-day between Dreyfusites and Nationalists, who were prevented by the police from carrying out their design of marching to the house of Maitre Labori, counsel for Capt. Dreyfus.

DU PATY DE CLAM AND DREYFUS.

Case Against the Former May Fail—Demand on de Beaurepaire.

PARIS, July 30.—The Matin announces that there is no case against Col. du Paty de Clam, and this announcement has since been confirmed by M. Menord, Col. du Paty de Clam's counsel.

The Siècle says that Maitre Demange and Maitre Labori, counsel for Capt. Dreyfus, will demand that M. Quesnay de Beaurepaire, ex-President of the Criminal Chamber of the Court of Cassation, produce the names of the persons from whom he received the alleged information establishing the Captain's guilt.

A TWELVE-YEAR-OLD BURGLAR.

Captured at Red Hook, Near Poughkeepsie, While Tapping a Till.

Special to The New York Times.

POUGHKEEPSIE, N. Y., July 30.—The town of Red Hook continues to sustain its recently acquired record for sensations. The list was added to yesterday by the capture of a twelve-year-old burglar, who has been levying tribute on tills and goods in the village stores for months past. When captured he had been burglarizing Cramer's meat market, in Red Hook Village, and the barber's shop adjoining. The name of the juvenile criminal is Ernest Marquart.

For a long time there has been a series of petty burglaries in Red Hook. Many business places were entered, but the jobs were so cunningly planned and carried out that no trace could be obtained of the thief. Friday night Ernest Marquart, the juvenile miscreant, undertook his burglarious work at the early hour of 10 o'clock, shortly after the stores closed. He was detected by William Van Steenburgh and Isaac Witnall, who were passing the Cramer store when the clang of the bell on the money drawer attracted their attention. They investigated and found a back window open. Entering the place they surprised the youth at his work.

The boy was arrested, and after hearing the evidence Justice Miller committed him to the Elmira Reformatory.

TRIPLE DROWNING ACCIDENT.

Two Men and a Boy Lose Their Lives in the Delaware at Philadelphia.

PHILADELPHIA, July 30.—By the capsizing of a small boat in the Delaware River early this morning Otto Kampf, aged thirty-seven years; his son Albert, aged eight, and Christian Ostertage, Kampf's brother-in-law, thirty years old, were drowned. Two others, Frank Knober and Louis Metins, were rescued after clinging for over an hour to the up-turned boat.

Shortly after midnight last night the party started up the Delaware on a fishing trip. Opposite Bridesburg, a suburb of this city, Kampf attempted to change seats with Ostertage, who was rowing. Both men stepped to the same side of the boat, which immediately turned bottom up, precipitating the occupants into the water. Kampf and Ostertage sank at once. Metins grasped the boy, Albert, and succeeded in climbing upon the boat, where he was joined by Knober. Albert, however, lost his balance, fell overboard, and was drowned.

Metins and Knober were taken from their perilous position by a fisherman who heard their cries for help.

Refreshing Breezes, Grand Scenery, Skilled Orchestra. Albany Day Line Steamers. See advts.—Adv.

BURGLAR NEARLY STRANGLED.

Man Caught in Indianapolis Held Fast by a Clothesline Around His Neck, Till Police Arrived.

Special to The New York Times.

INDIANAPOLIS, Ind., July 30.—At an early hour this morning, bicycle patrolmen who were called to Morton Place, one of the fashionable districts of the city, found the members of a family standing over John Robinson, a Chicago burglar. Around Robinson's neck was a clothesline, drawn taut. Robinson had been caught by Dr. J. T. Alexander after a hard fight.

Dr. Alexander, his wife, W. J. Groenwaldt, and Miss Annie Groenwaldt had been out bicycling, returning home after midnight. The two men took the bicycles to a rear door, while the women went in the front way. The burglar, who was inside, ran to the rear and into the two men. A struggle followed, and the burglar was finally captured.

Mrs. Alexander brought a clothesline and a noose was made and thrown around the man's neck. When the police arrived the man was nearly strangled, and it was with some difficulty that they untied the noose. At the station at daylight Robinson, as he gave his name, was a sorry sight, with his lacerated neck.

In Robinson's pocket were found twelve skeleton keys. He says he was merely searching for food.

SCIENTISTS' TOURS IN ALASKA.

The Harriman Expedition Has Arrived at Seattle, Returning After Many Important Discoveries.

SEATTLE, Washington, July 30.—The Harriman Alaska expedition returned here to-day on the steamer George W. Elder. The expedition, both from a scientific and pleasure point of view, was an entire success. A journey of over 9,000 miles was made. The party left Seattle May 31, sailing northward through the inside channel, stopping at Victoria, Wrangel, and Juneau, reaching Skaguay June 6. From here the members of the expedition went over the White Pass to the headwaters of the Yukon.

Returning to Skaguay, they sailed for Glacier Bay, where several days were spent studying the glaciers and making collections. Sitka was visited next day. Three days were spent examining the old town, climbing some of the neighboring mountains, and making collections. From there the party steamed to Yakutat Bay, going to the extreme head of the bay, and examining and mapping the glaciers about it. Several days were devoted to an exploration of Prince William Sound, which is little known.

At the completion of its work there, the party proceeded to Cook Inlet, and later, on its way westward, a party of scientists was left at Kukat Bay, North Kodiak Island, to make collections on the Alaskan peninsula, which up to that time had never been visited by naturalists. Kodiak and Wood Island were then visited. The Fourth of July was celebrated while the steamer was in the Harbor of Kodiak.

From there the route was westward via the Shumagen Islands, where a party of naturalists was left until the return of the vessel. They passed through Unimak Pass into the Bering Sea to Unalaska, the Pribilof Islands by way of Bogostof volcano, and then into Plover Bay in Siberia. From Plover Bay the party crossed to Port Clarence, on American soil, and from there went to St. Lawrence Island, on the way steaming around King Island, and later visiting Hall and St. Matthew Islands, returning to Seattle over much the same route followed on the journey northward.

Large collections were made in vertebrate and invertebrate zoology and in botany, geology, and ethnology. Many birds and mammals hitherto rare were found in considerable numbers, and it is altogether probable that many new invertebrates are included among the collections made. The geographical results of the expedition are considerable and important.

New waters were entered and explored and many new glaciers discovered, studied, and mapped. An extensive fjord hitherto unknown and a splendid glacier running into it at its head were named by the geographers of the expedition after Mr. Harriman. The geologists had many opportunities of studying the rocks and of investigating the action of the glaciers. It was found that most of the glaciers which have hitherto been known and explored are retreating.

In Siberia, and also at Port Clarence, the Eskimos were found in their primitive condition, living in huts made from the bones of whales and covered with skins, and traveling in boats of skin. At Port Clarence a great number of them had gathered to meet whalers, which were lying there awaiting the arrival of the supply ship, then overdue. Several of the whalers had already provided themselves with natives and with dogs for their long cruise into the arctic. Several thousand photographs were taken, and these will be a revelation of magnificent scenery, even to those who have seen the better known portions of Alaska. With unusual good fortune, unobstructed views were had of both St. Elias and Fairweather Ranges.

AUTOMOBILES BEAT A TRAIN.

Record Broken in a Race in France Covering 226 Miles.

PARIS, July 30.—Two automobiles to-day beat the Paris-St. Malo express in a race between those cities, a distance of 226 miles, making the best time ever recorded for an automobile.

They covered the distance in 7 hours and 35 minutes. The time of the train was 7 hours and 48 minutes.

ACCUSES RAILROAD BRAKEMAN.

Passenger Will Sue the Pennsylvania for Alleged Rough Handling.

NEWARK, N. J., July 30.—Charles Lunck of 346 East Fifty-eighth Street, New York, will bring suit against the Pennsylvania Railroad Company to-morrow because of alleged rough handling and indignity to which he was subjected by a brakeman in the employ of the company. Mr. Lunck was a passenger on the 10:15 train from New York last night and was accompanied by two women. In order that the party might face each other Mr. Lunck turned one of the seats.

When the train started a brakeman, he alleges, ordered him to turn the seat back the way he had found it, but he refused. The brakeman thereupon, he alleges, roughly swung the back of the seat over, forcing him out of it. When he demanded an explanation, he claims, he was choked by the brakeman. The incident caused much excitement.

PRESIDENT'S QUIET SUNDAY.

Took a Walk in the Morning and Read the Newspapers at Night.

PLATTSBURG, N. Y., July 30.—President McKinley did not attend church to-day, as he had intended to do, but instead remained at the hotel with Mrs. McKinley. This morning he went for a long walk with his old friend Commander Buckingham of the navy, and after luncheon he was out for a short walk with Dr. Rixey. Mrs. McKinley continues to improve steadily.

To-night the weather has turned cold, the steam has been turned on in every room in the hotel, and overcoats and wraps are in demand. If it clears off there will probably be a light frost.

The President is much interested in the progress of affairs in the Republic of Santo Domingo, and he reads the newspapers with great eagerness. The New York and Washington morning papers do not reach here until 7:30 P. M., so the evening is always spent by the President in reading them.

The students at the Catholic Summer School of America are anxious to have the President visit the grounds, which are only about a mile from the hotel, and the President has promised to do so as soon as Mrs. McKinley's health will permit.

See Niagara Falls before you go to Europe. Only 9 hours by the New York Central.—Adv.

MAKING OF A GYPSY QUEEN

Harrison Band's Press Agent Scores a Remunerative Triumph.

HEAD MAN VOLUBLE BUT VAGUE

His Daughter, "Snake" Mary's Successor, Will Tell All About It, However, for Two Dollars.

A little colony of gypsies sojourning hard by a road house on the outermost confines of Netherwood, N. J., appears to have bunkoed most of the press and a considerable proportion of the people of this country with a story of a coronation of a gypsy queen called "Laurel." Nobody knows who is the press agent of the camp or the road house or both, but he has made and established a new press-agent record. Because of his genius the long contest between gypsy craft and New Jersey thrift has resulted in a decisive and remunerative triumph for the mystic wanderers, and, in the language of such as shoot craps, he has "flung the hot wallops into" metropolitan and provincial journalism, which means that he has secured for nothing advertising worth many thousands of dollars.

The Harrison band of gypsies has been established in New Jersey more than half a century, and in that time has made its regular annual rounds, the men trading horses, the women telling fortunes. The Jerseyman being himself a difficult and complicated proposition in a horse trade and instinctively and on principle tenacious of his coin, the Harrisons have struggled toward affluence by slow degrees. One of their regular stations is at Netherwood, which is a carefully rural community—one of those settlements which with lawns and trees properly bestowed and elaborately rustic dwellings advertises "this is the wide, happy, peaceful, and simple country." It is on the main line of the Central Railroad of New Jersey.

NOTICES OF THE CORONATION.

Some weeks ago notices began to appear in the newspapers that "Snake" Mary, queen of the American gypsies, was about to abdicate, because she was ninety-five years old and the burden of her queenship was heavy upon her, and that a new queen was to be elected. Then the public was told that Laurel Harrison, a gypsy maid of surpassing beauty and talent, was likely to be chosen queen and to be crowned at Netherwood, where there would be a great convocation of gypsies from every part of the continent, and a weird, picturesque, and curious ceremony. The time for this event was set for last Sunday, but it rained that day, and the announcement followed that the gypsies would not crown a queen until the sun shone propitiously upon her. Yesterday, if fair, was set for the event.

Probably 6,000 people were at the camp yesterday. They were from various parts of New Jersey and New York. Many of them traveled long distances. The camp consisted of five showily painted vans and seven tents, thirty-five or forty assorted horses, a number of chickens tied by the legs under the vans, a variety of dogs securely attached to trees and tent poles, and probably twoscore gypsies, ranging in age from "Snake" Mary, ninety-five years old and visible to the curious for 10 cents in hand paid, to a baby in arms about ninety-five days old, but already gifted with the power, according to its mother, of conferring luck upon donors of nickels and bestowing indefinite but large blessings upon those who would contribute dimes. There was absolutely no limit to the prosperity and happiness awaiting such as conferred upon this staring infant so much as a quarter of a dollar.

HARRISON VOLUBLE, BUT VAGUE.

The head man of the camp is James Harrison, father of the new queen, a person with shrewd but kindly countenance, English blue eyes and fair complexion, white stubble on his face, and going about in his shirt sleeves, with checked waistcoat and trousers of divergent checks and indifferent fit and an obtrusive gold watch chain. He had "horse" written large all over him, and in giving information was voluble but vague.

When approached he led a reporter away from the throng into the woods and sat on a stump under the greenwood tree. He said Laurel had been elected queen over her cousin, Posey Dean Harrison, having been selected by "Snake" Mary, his mother-in-law, as her successor.

"How was she elected?" he was asked.

"By vote, Sor; by vote of all our people in this country, Sor. She got it, Sor, by a big vote over Posey, Sor."

"How did they vote?"

"Like other people vote, Sor."

"Well, but where are they? Are they here?"

"Sent their votes by mail, Sor."

"How many votes did Laurel get?"

"'Deed an' double I don't know, Sor. She got it by a big vote. There was a box full of 'em."

"What size box?"

"'Deed an' double, Sor, I don't know, Sor. I didn't see it meself, Sor."

Mr. Harrison, being further pressed, said the votes had been counted and the result declared by two women who had come "on the train" for the purpose, and had immediately departed. He did not know the names of these women, or whence they had come, or whither they had gone. Asked concerning the many other tribes of gypsies advertised to be present, he said they had been detained by the prospects of rain. Inquired of concerning the phenomenon of people in California, South Carolina, and Kentucky being restrained by fear of rain at Netherwood, N. J., where it had turned out a fine day after all, he fell back on his asseveration that "'deed and double" he didn't know, and resented inquiries as to whether anybody suspected that he would lie.

TANGLED UP ON HIS AGE.

"I've been in this country forty-five years, Sor," he continued, indignantly. "Everybody around here knows, Sor, I wouldn't lie t' ye or any other man, Sor. I kem here when I was seventeen year old, Sor, an' have been here ever sence."

"How old are you, Mr. Harrison?"

"I'm upwards of seventy years old, Sor."

"Purely as a matter of mathematical inquiry, Mr. Harrison, if you came here at seventeen and have been here forty-five years, how do you get over seventy from seventeen and forty-five?"

"'Deed an' double I don't know, Sor, but its truth I'm tellin' ye, Sor. I'm an Englishman meself, an' I wouldn't lie t' ye, Sor, but me mother was from Egypt—an' I believe me grandmother was, too," he added rather dubiously.

"If your mother was born in Egypt, Mr. Harrison, it seems likely that her mother was there. You were not present at the time of your mother's birth?"

Mr. Harrison looked puzzled, but renewed his assurance that he wouldn't lie for any consideration or purpose, but that he was sure his mother was an Egyptian. As to her mother having been in that country at any time his information was not clear, and he was too truthful a man to risk deceiving anybody with surmises which might or might not be correct. "About them things," he added, he had little knowledge. Put to him any question about horses or cattle or hogs or anything like that and he felt qualified to answer.

DIDN'T SEE LAUREL CROWNED.

As to the ceremony of crowning his daughter Laurel queen of all the gypsies, it had been performed, as he understood, between 6 and 7 o'clock yesterday morning in her tent. He did not know who was present—thought it had been done by his brother-in-law and two women. Supposed there was an actual crown, but had never seen it; was at the time busy showing a pair of horses to a gentleman. Being a truthful man, didn't know whether he was personally king of the gypsies. If he was, guessed there were other kings ahead of him.

"But, Sor," he continued; "Laurel will tell ye all about it, Sor. Ye'll find her a pretty girl, Sor, an' a bright 'un at that."

These predictions were verified when the reporter pushed his way through a crowd of men and women to Laurel's tent. Outside of this was a well-worn narrow blackboard, bearing in chalk this inscription, presumably mystic Romany:

GRIPSEY QUIN
ARIVED
SEP IN AND SEE
50 CENTS FOR YOUR
FORTUNE TOLD
10 CENTS
REMIT.

Near the door of the tent sat a stalwart gypsy youth, who inquired:

"Want your fortune told?"

"I suppose so," was the reply.

"Suppose nothin'," said the dark-eyed guardian of the soothsayer shrine, "d'ye want t' do business or not?"

"I'm a newspaper reporter."

"Step right in," said the guardian, grinning.

QUEEN WANTS TWO DOLLARS.

Inside the tightly closed tent the "queen" was found to be a pretty, slender girl of seventeen, with handsome brown eyes and the dark, rich red complexion that reminds one of the sunny side of a seckel pear. She wore the usual gypsy gaudy combinations of yellows and reds, and a wreath of artificial poppies and vines. She sat on a brilliantly colored camp stool. Two other gypsy women, older, were sitting Turkish fashion on red rugs, busy telling fortunes. The "queen" smiled and showed a gold tooth and some minor exposition of the skill of her dentist and suggestions that his bills must have been formidable.

"Want your fortune told?" she inquired sweetly.

"Miss Harrison," said the reporter, "I will be obliged if you will give me the facts about your coronation."

"I'll tell you all about it," said the queen, with another gracious smile, "for $2."

"She's a sweet girl," remarked a bystander.

"Yep; and she'll be sweeter when she gets some sugar," retorted the alleged new queen of the gypsies vivaciously.

But the accounts of the coronation had been so nebulous and variant that the conviction that better works of fiction might be secured for less money was deepening. The reporter decided to compromise on having his fortune told.

The queen took the open palm of the left hand and made a cross on it with the coin.

"This gentleman," she said, "gives this 50 cents with a willing heart."

With this preliminary error of diagnosis of the case she proceeded:

SAMPLE OF FORTUNE TELLING.

"Sometimes," she said, in a sing-song, unpunctuated recitative, "this gentleman thinks he will continue in that business that he is in the rest of his life, and sometimes he feels like he would like to try something else. Am I right? Now close your hand and make a wish it was not greedy neither was it covetous you owe some money and then again there is some owing to you am I right? You will soon get some money and then you will spend some am I right? You have a brother-in-law did you ever think he was untrue to you well you are right he thinks a great deal of you give me a dollar and I'll tell all your future."

Comparison of notes showed that several hundred other people had surrendered 50 cents per head for this style of information. The three women were hard at work all day. Frequently dozens of people were waiting outside the tent for turns. As the telling of a fortune usually occupied three minutes, they probably gathered in $10 an hour each, and for the eight working hours $80, a total of $240 for the day. This is apart from the money paid to see "Snake" Mary, a female of respectable but somewhat gaudy appearance sequestered in a tent and inspected through a round hole therein.

The adjoining roadhouse was inundated by a tidal wave of prosperity, and worked nicely with the fortune telling enterprise. Men who surrendered their 50 cents for a fortune rushed off to drown their gloom in beer, and, becoming excited and reckless by reason of drink, incontinently returned to try Queen Laurel with a dollar to see what better she could do.

The New York people who went to see the coronation returned home joyful and hilarious, as is the wont of New York people who comprehend that they have encountered a brand-new game and been cleverly despoiled of their coin. The New Jersey folks left slowly, sorrowful, and doubtful.

One farmer in a dusty sulky drove away as the sun went down in profound meditation. He said he didn't believe there'd been no queen nor crown nor nuthin'; that he was sadly suspicious that the whole thing was a darned fake, and that he had spent seventy-odd cents to no good or useful end.

DUM-DUM BULLETS AT JOLIET.

Mauser Rifles of the Penitentiary Guards Loaded with Them.

CHICAGO, July 30.—The Tribune says: "Every guard on the penitentiary walls at Joliet is armed with a new Mauser rifle, and the rifles are loaded with dum-dum bullets. This is said to be the first instance of their use in the United States.

"The bullets used at Joliet are made by an American firm, and they are described on the label of the boxes that contain them as 'soft-nose bullets.' When they are fired into a body the soft nose flattens and spreads, and the long projectile assumes the shape of a mushroom. One of these projectiles makes a small home on entering, but on passing out it tears away the flesh and leaves a ragged wound, sometimes as large as a man's hand."

MISSOURI INSURANCE WAR.

Proceedings to Annul American Central Company's Charter.

Special to The New York Times.

JEFFERSON CITY, Mo., July 30.—Attorney General Grow has instituted quo warranto proceedings in the Supreme Court to annul the charter of the American Central Insurance Company of St. Louis for violation of the State anti-trust laws. This company, it is alleged, was a member of the St. Joseph Social Club, which the Supreme Court found in the recent suit against the seventy-three foreign insurance companies to be an illegal combination to control rates for fire insurance under the Fetter rate system.

These companies were required to pay a fine of $1,000 each in lieu of being ousted from doing business in the State, but the suit to-day may prove a more serious matter, because, if it stands, the charter of the company must be forfeited, because it is a Missouri corporation. This will throw it into the hands of a receiver and stop it from doing business at all.

It is stated that the ousted companies have furnished the information which has caused the Attorney General to proceed against the American Central.

Letters of instruction have been received here from several of the companies, in which they give positive instructions to their agents to steer clear of all combinations, as they desire to obey the laws of the State.

DAHLGREN HEIRS DISPUTE.

Stepdaughter of the Late Admiral Brings Suit Against Daughter.

Special to The New York Times.

WASHINGTON, July 30.—The daughter and stepdaughter of the late Admiral Dahlgren are to meet as antagonists in the courts. Mrs. Romaine Von Overbeck, the stepdaughter, yesterday instituted proceedings in equity against Mrs. Ulrica Dahlgren Pierce, the daughter. She asks for an accounting and receivership for the proceeds of a portion of the estate of Samuel F. Vinton, her maternal grandfather. This part of Mr. Vinton's estate, it is claimed, was left to his daughter, Mrs. Dahlgren, and on her death was to go to Romaine and her brother.

Mrs. Pierce is the executrix of Mrs. Dahlgren's estate, and it is alleged that she has not settled the estate, has filed no inventory

TO END TROUBLE IN SAMOA

Report of the Commission Sent to Restore Peace in the Islands.

KINGSHIP TO BE ABOLISHED

Other Changes Recommended in the Form of Government Established by the Treaty of Berlin.

SAN FRANCISCO, July 30.—The members of the commission sent to Samoa by the United States, Great Britain, and Germany are said to have forwarded their report, together with the draft of an amended treaty, to their respective Governments. The Call publishes the following as the report of the commission:

"We have the honor to submit herewith to the consideration of our three Governments the inclosed draft of a modified and amended version of the act of Berlin. In preparing these modifications and amendments our method has been to consider, first, what are the evils which have caused the recent troubles in Samoa and the general condition of the islands, and, secondly, which are the measures most likely to remove or minimize those evils. The chief evils may be grouped under four heads:

"First—Those which appear to inevitably attend the election of a King in Samoa and his subsequent efforts to exert his authority.

"Second—Those which are due to the rivalry of foreign nationalities between themselves and to their disposition to take sides in the native politics, and thus increase the importance and bitterness of disputes which arise.

"Third—A third class of evils have their origin in the fact that for many years there has been no law or Government in Samoa other than native custom outside the limits of the municipa ity. Murder and other serious crimes have remained unpunished when committed by persons of rank, and the Supreme Court and the nominal Government at Mulinuu have been equally powerless to exert any force.

"Fourth—The insufficient enforcement of the customs regulations has allowed unscrupulous traders to distribute large numbers of arms among a native population rent by political factions and ready to fight both one another and Europeans.

KINGSHIP A USELESS OFFICE.

"To meet the first of these evils we have temporarily abolished the Kingship and recommend that it be permanently abolished. The action which we have taken in the matter does not appear to have aroused any hostile feeling among the natives. No doubt many great Chiefs regret that they will no longer have an opportunity of gratifying their ambitions and indulging that passion for rank and ceremony which is innate in the breast of every Samoan. But even the Chiefs have acquiesced in the change; some of the most important have stated that they think it is for the good of Samoa, and we believe that the population, unless worked on by extraneous influences, (which is unhappily not impossible,) will assent to the abolition without a murmur and without regret.

"Every white man—German, English, and American alike—who has given evidence before the commission, (with the exception of one or two lawyers, who had interest in the case,) has recommended that the commission do away with the Kingship, and we may also refer to the opinion of Sir E. Malet, recorded in the protocols of the conference of Berlin, and of Mr. Bates in his report on Samoa, it seems impossible to say of the office any good whatever. It is comparatively modern as an institution. It served no useful purpose. In recent years, at any rate, the King had no authority or practical power to even collect taxes beyond the limits of the municipality, and within those limits his authority was superfluous. The greater part of the population was to all intents and purposes in permanent rebellion against him, and the mere fact that orders were issued through him was liable to provoke disobedience in many districts.

TITLE ALWAYS IN DISPUTE.

"Further, it seemed impossible to devise any plan by which an undisputed or even peaceful succession can be secured. The Kingship depends on the grant of certain titles by certain districts. They are in the gift, not of the whole population, but of small bodies of electors who owe their position to their rank. Even among these electors the principle that the majority of the vote bestows the title is not accepted, and the gist of all the laws and customs of Samoa is that there is nothing to prevent two candidates from being duly elected King at the same time.

"Formerly the claims of such rivals were decided by force of arms, but the framers of the act of Berlin, who evidently thoroughly understood Samoan customs and practice in this matter, laid down that questions respecting the rightful appointment of Kings shall not lead to war, but shall be presented for decision to the Chief Justice of Samoa. Recent experience has unhappily proved that an attempt to settle the question in this way also leads to war, and we are therefore strongly of the opinion that the only chance of preventing such dissensions in the future is to abolish the office which provokes them.

"In the place of the Kingship, we propose to create a system of native government analogous to that which works successfully in Fiji. The islands will be divided into certain administrative districts, (corresponding nearly as possible with those recognized by Samoan usage,) for each of which a chief will be responsible, and these chiefs will meet annually at a place in a native council, to discuss such matters as interest them, and make recommendations to the administrator and council. Native courts will be allowed to punish minor crime, according to native laws and customs, and every provision has been made to secure to the Samoan population complete independence and self-government. We fear, however, that the same causes which produced rival Kings will long continue to produce rival chiefs, who will claim the post of the provincial Government and create continued dissension.

RIVALRY OF NATIONALITIES.

"Perhaps the evils which it is least easy to cure are the second class—those which arise from the rivalry and mutual hostility of the different nationalities. This hostility permeates all departments of life. The traders on one side combine against those on the other. The Municipal Council is divided into two parties, each determined to support its own programme, and defeat that of the other. Proposed reforms and measures are judged, not on their merits, but by party consideration, and officials, however impartial they may wish to be, are considered to belong to one side or the other, according to their nationality, and inevitably end by becoming more or less partisans.

"From the very commencement of the late contest for the Kingship it was more than a native quarrel between Mataafa and Tanu. On the one side were ranged one nationality and its officials and on the other side the two other nationalities with their officials, and the contest was prolonged and not allowed to reach its natural termination. We do not think it will ever be possible to do away with this state of things under a tripartite administration, and we take this opportunity of recording our opinion that the only natural and normal plan of government for these islands, and the only system which can assure permanent prosperity and tranquility, is a government by one power. We regard it, however, as beyond our province to make any but a general statement on such a subject, and we have endeavored to amend existing arrangements in such a manner that they may prove, if not entirely satisfactory, at least workable.

"We propose to introduce an element of unity and centralization into the Government by the appointment of an administrator, who will doubtless be chosen from some disinterested power. He will be assisted by a council of delegates from the three Governments, who might exercise such Consular functions as are necessary in Samoa. We propose to give this administrator a large measure of authority, which, if exercised by a just and capable man, should enable him to put an end to many disputes.

NEW PLAN OF GOVERNMENT.

"We propose that the administrator and the three delegates should form a legislative council, and we have introduced into the act several clauses giving them power to modify existing ordinances. We are of opinion that the original act of Berlin was drafted and has been construed in too rigid a manner, and that greater elasticity in its provisions would have a beneficial effect. We have, therefore, empowered the council to make such alterations as it may think fit in the boundaries of districts, the details of native government, and other matters enumerated in the proposed act.

"Thirdly, we hope to create a greater harmony among the white residents by abolishing Consular jurisdiction. We believe that in other parts of the world such jurisdiction prevails only where the laws of a country are, for religious or other reasons, not suitable for application to foreigners. But the Chief Justice of Samoa is an American or European, and administrates American or European law. It would appear, therefore, that there is no reason why he should not take cognizance of all suits brought against foreigners, or why foreigners should enjoy privileges of extra-territoriality except that of not being amenable to the jurisdiction of native courts, which will deal only with such matters as are decided according to native customs.

"Hitherto Consular jurisdiction has been a powerful means of embittering international strife in Apia. Each nationality has its own law, and the Consul who administered that law was popularly regarded, not as an impartial judge, but as the protector of his own nationality. We believe that by abolishing this outward sign of separate internal institutions, and by submitting all nationalities to one court and one law, a great advance will be made in the direction of removing petty rivalries and jealousies and restoring good relations between the various white colonies.

TO ENFORCE PUBLIC ORDER.

"The third class of evils arises from the lawlessness now prevailing in Samoa outside the municipality. For many years there has been no law in these districts, and native institutions permitted chiefs to commit crimes with impunity. Murder, theft, and other offenses were left unpunished, and trade suffered, owing to the difficulty of affording planters adequate legal protection in their dealings with the aborigines. We hope to improve this state of tihngs by giving the Chief Justice an enlarged jurisdiction over all these islands, so as to include all cases between natives and foreigners, as well as the lower grades of crimes committed by natives against each other. To lighten the work of the Supreme Court, we have made the Municipal Magistrate a court of first instance within the limits of the municipality.

"Fourthly, we have felt it our duty to deal somewhat severely with the importation of arms and ammunition into Samoa. The prohibition existing in the treaty has become a dead letter; the management of the customs has been exceedingly lax, having been largely in the hands of merchants, who naturally found it convenient to have easy regulations. Private commercial houses have been allowed to discharge goods direct into their own receiving sheds without any examination, and though we make no specific accusations, it is clear that there can have been no difficulty in introducing large quantities of arms, and that arms were so introduced.

"We therefore feel it essential that the customs regulations should be stringently inforced under the supervision of the administrator, and that adequate customs accommodation, with an adequate shed, shall be provided with as little delay as possible.

"BARTLETT TRIPP,
"High Commissioner of the United States.
"C. N. E. ELLIOTT,
"Her Britannic Majesty's High Commissioner.
H. STERNBERG,
"High Commissioner of Germany."

DRAFT OF THE NEW TREATY.

The draft of the proposed new Samoan treaty, as prepared by the Commissioners, is a document of 5,000 words. The important features of this treaty are enumerated and discussed in the commission's report, the treaty setting forth the details of the modified form of Government for Samoa as outlined in the report.

The treaty begins with a declaration of the neutrality of the Islands of Samoa and an assurance to the citizens and subjects of the respective signatory powers of equality of rights. It provides for the immediate restoration of peace and good order, and to that end permanently abolishes the office of King and limits the authority of chiefs, but creates a system of native government.

Provision is made for the appointment of an Administrator at Samoa, to be appointed by the three signatory powers, or, failing their agreement, by the King of Norway and Sweden. The Administrator's salary will be $6,000 per annum, and he is to execute all laws in force in the Samoan Islands. He shall possess the pardoning power, and make municipal appointments with the consent of the Legislative Council, the legislative power being vested in the Administrator and the Legislative Council of three members, one being appointed by each of the three powers. There is also to be a native Assembly, composed of the Governors of different districts of the islands.

The Chief Justice of the Supreme Court is to be appointed as at present, receiving a salary of $5,000. The jurisdiction of the court is increased by the modified treaty, while the present system of consular jurisdiction is to be abolished. The treaty contains municipal and customs regulations, all of which are more strict than at present. The general provisions of the treaty are to remain in force for three years, although in the meantime special amendments may be adopted by the consent of the three powers with the adherence of Samoa.

COLOGNE GAZETTE ON SAMOA.

American Chief Justice and British Commissioner Attacked.

LONDON, July 31.—The Times's Berlin correspondent says The Cologne Gazette publishes a dispatch from Apia, dated July 14, saying that Chief Justice Chambers, instigated and supported by English influences, attempted to postpone his departure until Bartlett Tripp, the American member of the Samoan Commission, threatened to employ force against him. The correspondent adds:

"The Gazette violently attacks Mr. Eliot, the British member of the commission, for 'intriguing,' which is a silly slander it would be incapable of in dealing with other than the Samoan question."

Pickpockets on Surface Cars.

Because of the numerous complaints that have been made recently of pickpockets on the street cars running to Fort George the police yesterday kept a sharp look-out. At 8 o'clock last evening Mrs. Ida Gurge of 163 Varick Street, Brooklyn, was about to board a Fort George car at Manhattan Street and Amsterdam Avenue. She carried a baby in her arms. Detective Curran of the West One Hundred and Twenty-fifth Street Station, who was walking behind her, saw Max Rosenthal, thirty-five years old, creep up behind her and put his hand in her pocket. Curran sprang at the man, and had him arrested before he could withdraw his hand. Rosenthal is a professional pickpocket, and is known as the "Rabbi." His picture is No. 41 in the Rogues' Gallery. Lena Schlenker of 254 West Ninety-third Street also lost her watch on an Amsterdam car, while on the way to Fort George. She complained to the conductor, and the latter stopped the car in front of the West One Hundred and Fifty-second Street Police Station and summoned Detectives Doherty and Ross. The woman accused William Blank, eighteen years old, of 42 Clarkson Street, of having stolen the watch. He was locked up on suspicion. The watch was not recovered.

Taking an Outing on a Coach.

PRINCETON, N. J., July 30.—An outing party from Camden, composed of ten persons, arrived here by coach last night. E. A. Armstrong, ex-Speaker of the New Jersey Legislature; Edward H. Burling, and W. E. Hannington were in the party. They came in a tally-ho coach, and they will leave in the morning on a ten-days' tour through the State, making stops at Somerville, Morristown, Dover, Lake Hopatcong, and Delaware Water Gap.

Henry Bock Found Drowned.

The body of a man was taken from the Hudson River at One Hundred and Fifty-fifth Street late last night. It was taken to the West One Hundred and Fifty-second Street Station, and there identified as the body of Henry Bock, twenty-two years old, of 850 Second Avenue.

Furnace and Coke Companies Combine

CHATTANOOGA, Tenn., July 30.—It is authoritatively stated to-day that there has been a consolidation of the Chattanooga Furnace Company and the Lookout Mountain Coal and Coke Company, the latter controlling 2,500 acres of coal land on Lookout Mountain, near the property of the Durham Coal and Coke Company. The company will open several coal mines on its property, and it is said will erect 150 or 200 coke ovens at once.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher.

INSANE WOMAN IN HOTEL

Piteous Cries of Miss Donnell Alarm Plaza's Guests.

TAKEN TO BELLEVUE HOSPITAL

Miss Donnell, a Woman of Wealth, Brooded Over the Loss of Father and Mother.

Miss Florence T. Donnell, daughter of the late Ezekiel J. Donnell of 44 West Fifty-eighth Street, was taken to Bellevue Hospital from the Plaza Hotel early yesterday morning, temporarily violently insane. The case was such an urgent one that the physician and nurses who were caring for Miss Donnell were afraid to wait for the arrival of the ambulance which had been telephoned for, and the patient was taken to the hospital in a carriage.

The guests of the hotel were startled at about 3 o'clock in the morning by loud cries of "Help! Murder!" Miss Donnell had rushed past the nurse who was with her in the night, and had reached the landing, where her screams produced almost a panic throughout the building. Some of the guests, believing the hotel was burning, started cries of "Fire!" and the employes had great difficulty in reassuring them.

Ezekiel J. Donnell, Miss Donnell's father, died about a year ago, leaving a large estate, which included the house at 44 West Fifty-eighth Street. After his death Miss Donnell continued to live there with her mother, Mrs. Lydia Donnell. The latter died two months ago, and the daughter inherited the house and a large portion of the property. Her mother's death, following so quickly that of her father, affected her greatly, and she became more and more melancholy, until it was evident that there was danger of her mind being affected. Dr. Timothy F. Allen of 3 East Forty-eighth Street, was in constant attendance, and about a week ago, seeing that his patient's condition was no better, he advised that she should move temporarily to the Plaza Hotel, where she could receive better attention, and where the change of scene might benefit her.

There was no indication of any considerable change for the worse in Miss Donnell's condition until yesterday morning, when the sudden attack of insanity already described caused consternation throughout the hotel. As soon as Miss Donnell became unmanageable, Dr. Allen was sent for, but was unable to quiet her. The nurses and hotel employes had succeeded in getting her back into her room by the time the physician arrived, but she struggled continually to free herself, and once was only just prevented from flinging herself from the window. She cried repeatedly that she was about to be murdered, and that some one was trying to rob her of her property.

When Dr. Allen arrived he decided, since the case was an urgent one, and arrangements could not be made quickly enough to send Miss Donnell to a private institution, that it was necessary to have her taken to Bellevue Hospital. He telephoned to Police Headquarters for an ambulance, and one was sent to the hotel at once, but before it arrived Miss Donnell had been removed in a carriage, as stated.

On arriving at Bellevue Miss Donnell was placed in the insane pavilion. Dr. S. W. Robertson, who is in charge of that department, would not express an opinion as to the case, except that Miss Donnell was "highly nervous." She will be examined by Dr. Allen Fitch, State Examiner of the Insane, probably to-day. She remained in a violent condition for some time after her arrival at the hospital but was ultimately quieted by the use of opiates. Late last night it was stated at the hospital that Miss Donnell was much calmer, and that her condition was greatly improved generally. It was added, however, that she would not be removed until to-morrow at the earliest.

The servants at 44 West Fifty-eighth Street would say little when questioned by a reporter for THE NEW YORK TIMES yesterday about the matter. They seemed indignant that Miss Donnell had been taken to Bellevue Hospital instead of a private institution, and said that the attack was only a temporary one.

"What business is it of any of us what is the matter with her?" said one of them, apparently the housekeeper.

The name of Everett P. Wheeler was given as that of a friend of Miss Donnell. Mr. Wheeler could not be found at his city home, 731 Park Avenue yesterday, as he was staying with his family over Sunday at Green's Farm, Conn.

Miss Donnell is about forty years old. She has a Summer home at Milbrook, N. Y.

PANIC ON A TROLLEY CAR.

Four Men Assault the Conductor, but Are Overpowered by Police.

Scenes of the wildest excitement were created in a Gates Avenue car between St. Nicholas and Flatbush Avenues, Brooklyn, last night when four men assaulted, and, it is claimed, robbed Max Blank, the conductor of the car. The car was on its way to Brooklyn shortly before 9 o'clock, having on board about eighty passengers, most of whom were women and children returning from a picnic.

At the point mentioned above, which is a lonely locality three blocks from the Ridgewood depot, the conductor approached four male passengers in the rear of the car and demanded fares. The four men at once set upon the conductor and began beating him. The screams of the women on the car attracted the attention of Police Captain Gaus of the Hamburg Avenue Police Station, who, with a force of his men, is still doing strike duty at the Ridgewood depot, and with several of his policemen he ran to the car.

The officers found a terrific fight raging in the car between the four men and Conductor Blank and several passengers who had gone to his assistance. Women passengers were running screaming from the car in every direction. By a vigorous use of their clubs the policemen rescued Blank and arrested his assailants. The conductor, who was terribly bruised and covered with blood, said that the men had robbed him of about $6 in change.

The prisoners gave their names as Frank Walker, twenty-two years old, of 411 Hamburg Avenue; William Mansfield, twenty-five years old, of 427 Knickerbocker Avenue, and Peter and Andrew Kleinmeyer of 216 Himrod Street. They were locked up, charged with assault and robbery.

FARM LABORERS IN DEMAND.

As High as $2 to $3.25 a Day, and Board, Offered in the Northwest.

ST. PAUL, July 30.—The scarcity of farm labor in the great wheat fields of the Northwest made itself apparent to-day when the railroad offices received appeals by wire and mail asking for their aid in behalf of the farmers, whose crops are threatened because they cannot secure laborers to harvest the grain. The employment agencies are advertising all over the country, but can find very few available men. The wages offered run from $2 to $3.25 a day and board.

The Milwaukee Road to-day received a telegram from Bowdle, South Dakota, asking that fifty men be sent to that station at once. Two dollars a day was offered for field hands at Bowdle, and it is not unlikely that $3 a day will be offered within the next week.

At the general offices of the Omaha Road requests are being received for harvest hands from all points along the line in Iowa, Minnesota, and South Dakota.

In the Red River Valley the situation amounts almost to a crisis, and the Northern Pacific and Great Northern officials were busy trying to devise some means of inducing laborers to go to the relief of the farmers.

The Street Lamp Question.

To the Editor of The New York Times:

The comments on the street-sign question, as found on your unusually bright and readable editorial page, have interested me particularly, inasmuch as I hoped they would call attention to the one great defect that attaches to the system to-day—its lack of luminosity at night. When the present lamps were introduced and kept lit, I thought them the best arrangement I had seen in any of our larger cities, and I have seen a number. In their present state, street names turned or unturned, they are good for little at night, especially as viewed from a rapidly moving car. And so, Mr. Editor, please lend us your influence and let us again have light. ITINERANT.

New York, July 29, 1899.

MANILA HEROES RETURN

Unexpected Arrival of Nebraska Fighters Prevented Formal Greetings.

TRANSPORT AT SAN FRANCISCO

The Man Who Fired the First Shot of the War Against the Filipinos Conspicuous on Deck.

SAN FRANCISCO, July 30.—The untimely arrival of the United States transport Hancock, having on board the Nebraska Regiment and two batteries of the Utah Artillery, completely destroyed all the arrangements which had been made for a royal reception and an enthusiastic welcome to the fighting volunteers returning from the battlefields of the Philippines.

The Hancock dropped anchor in the stream shortly before midnight last night. The committees here from Nebraska and Utah had given up all hope that the vessel would arrive before this morning, and had prepared to be up at dawn to-day to greet the expected ship. The tugs and launches had been chartered, and Gov. Poynter of Nebraska had planned with all care and detail to be the first man aboard the Hancock and welcome the heroes from his State back to American soil.

But there were no reception committees afloat at midnight, and only one small delegation of Nebraska people, headed by Judge Robert Ryan of Lincoln, and C. O. Wheaton of the same city, accompanied the Custom House officials and the correspondents on the race down the bay.

Quarantine and customs regulations prevented even this little band from being nearer the deck of the ship than the approach to the gang plank. The returning soldiers have no criticism to offer on their quiet reception. They cheered themselves hoarse at the sight of the little fleet of launches, and from the decks of the transport shouted greetings and messages to the people on the craft below.

Col. H. B. Mulford of the Nebraskas, who is in command, soon appeared at the railing. By his side stood William Grazen of Company D, the colonel of the Nebraska Regiment who fired the first shot in answer to shots from the Filipinos which started the war with the insurgents. He killed the first Filipino who died by an American bullet, and it was this shot which was the signal of the advance of the entire American line and the great rout of the rebel army of the night of Feb. 4.

"I don't think you will see any of us returning to Manila very soon," said Col. Mulford, in response to a question. "Just one man in the entire regiment re-enlisted. Only twenty-five remained in the Philippines to engage in business.

"The Nebraska troops had as much work in this war," continued Col. Mulford, "as any regiment, volunteer or regular. Our death roll in the Philippines from gunshot wounds, accidents, and disease is sixty-two. Including the sick and wounded who are recovering, we dropped, all told, 204 men. On the Hancock are more than 100 wounded soldiers.

"The entire regiment is glad to know that it is to be mustered out in San Francisco. We have had a pleasant trip, and it has improved it not wonderfully, quite a number of them will have to go to their homes, but I am assured that every one will soon be all right."

The men on the Hancock numbered 1,136 and included the two Utah Light Batteries and 60 discharged men from the Twenty-second United States Regiment. Lieut. Col. Colton of the Nebraska Regiment remained at Manila, where he will engage in banking.

Only one man died on the Hancock after she left Manila. He was Private Richard Walph of Battery A, Utah Artillery, and he died of typhoid fever at Nagasaki. Among the officers of the Nebraska regiment who were severely wounded are Capt. Hollingsworth, and Lieut. Wadsworth, who was shot in the leg.

FOR THE PENNSYLVANIA TROOPS.

Committee of Citizens With $75,000 Going to Welcome Them.

CHICAGO, July 30.—A committee of prominent Pennsylvania politicians, officials, newspaper, and railroad men, traveling in a special coach, passed through Chicago to-night en route for the Pacific Coast to welcome home the Tenth Pennsylvania Volunteer Infantry, which is expected to arrive in San Francisco from Manila about Aug. 5. The committee carries a fund of $50,000, raised by citizens of Western Pennsylvania, with which to bring the Tenth home and prepare a welcome for the returning soldiers.

Besides the citizens' fund of $50,000, the Pennsylvania Railroad subscribed $25,000. The particular feature of this trip of welcome and escort lies in the plans already perfected for paying off the members of the regiment while on their way home, and at the same time providing them with their mustering-out papers. By special arrangement with the War Department there will be a pay car attached to each of the military trains that pulls out of San Francisco, and in each pay car will be the Paymaster and Government officials who will give the officers and men their pay and discharge papers. Over $200,000 will be distributed in this manner.

PRESIDENT TO HONOR DEWEY.

Plans Made for a Reception and a Dinner at the White House.

WASHINGTON, July 30.—President McKinley will give a reception to Admiral Dewey at the White House when the latter arrives in Washington. The reception will differ in no important respects from regular affairs of that character at the White House, except that the Admiral will occupy a place in the line of the receiving party, the President coming first, Mrs. McKinley next, and then the Admiral.

It is expected that a dinner also will be given to the Admiral at the White House, and this, following the custom at state dinners, will be an elaborate festivity. The Vice President and Mrs. Hobart, members of the Cabinet and their wives, and some others will be invited. Admiral Dewey will escort Mrs. McKinley into the dining room, the President following with the wife of Secretary Hay. As the guest of honor, the Admiral will sit at the right hand of Mrs. McKinley, the President being directly opposite his wife. Between the President and Mrs. McKinley will stand an elaborate work of art in flowers, prepared by the White House gardener, probably representing the cruiser Olympia, while down the middle of the long table will extend the mirror frame in gold imported by Dolly Madison, bordered by a bank of blossoms and smilax, so as to make it resemble a miniature lake. Much of the table service will be of gold

DEWEY ON NEWSPAPER REPORTS.

He Ignores the Alleged Interview About a War with Germany.

TRIESTE, July 30.—Admiral Dewey, when questioned by a representative of The Associated Press to-day regarding the report of an interview published in a New York paper, in the course of which the Admiral is quoted as saying, "Our next war will be with Germany," said: "I long ago gave up denying or affirming newspaper reports."

Admiral Dewey remained on board the Olympia to-day taking luncheon with Capt. Lamberton, the commander of the cruiser, and afterward receiving United States Consul Hossfeld.

ADMIRAL SAMPSON'S PROGRAMME.

Will Take the Warships Out to Meet Admiral Dewey.

Special to The New York Times.

NEWPORT, July 30.—The North Atlantic Squadron will leave here Aug. 2, arrive at Bar Harbor Aug. 4, and remain till Aug. 10. The return here will be about Aug. 15, and the ships will remain till the latter part of the month or the early part of September, when they will sail for Philadelphia to take part in the reunion of Farragut Association of Naval Veterans.

During the stay of the fleet in Philadelphia a naval review is to be held of the ships. It is expected the President and Secretary of the Navy will be present. From Philadelphia the fleet will return to Newport for a few days. It will coal and provision here; then start to sea for the purpose of escorting Admiral Dewey and the flagship Olympia to New York. Admiral Sampson will return to the flagship to-morrow.

Transport Valencia at Manila.

WASHINGTON, July 30.—Gen. Otis has informed the War Department of the arrival at Manila yesterday morning of the transport Valencia. There were no casualties en route. The Valencia sailed from San Francisco June 29 with Headquarters Troops B and M, Fourth Cavalry, and Companies E and H, Twenty-fourth Infantry, in all 10 officers and 454 enlisted men.

The Newark May Go to Manila.

LIMA, Peru, July 30.—The United States cruiser Newark will probably remain at Callao for a fortnight and then proceed to San Francisco to receive Admiral Kautz. Afterward she will proceed to Honolulu, and, according to some rumors, may go to Manila.

SEWALL MR. PLATT'S CHOICE.

The Senator Says He Will Succeed Follett—No Action Against Mayor Van Wyck.

A number of politicians met Senator Platt at the Oriental Hotel yesterday to discuss the selection of a successor on the Supreme Court bench to Justice Follett, the calling of an extra session of the Legislature, and the prospect of a combination of Republicans and Independents this Fall and in 1900 to defeat Tammany.

Among those at the various conferences were Lemuel Ely Quigg, Albert H. Sewall, County Judge of Delaware; Albert F. Gladding, County Judge of Chenango; M. Van Cleef, County Judge of Tompkins; Frank Enz, Chairman of the Republican County Committee of Tompkins; ex-State Senator E. C. Stewart of Tompkins; Michael J. Dady, and Representative Charles G. Bennett of Brooklyn.

In spite of the strong delegation from Tompkins County, which came in the interest of Judge Van Cleef, and the fact that Judge Gladding had the indorsement of Representative Ray, who declined the Judgeship Friday, Senator Platt told all who saw him that Judge Albert H. Sewall had been selected for the vacancy in the Sixth Judicial District. It is not thought that the Governor will have a contrary opinion in the matter, and that Judge Sewall will be appointed at once.

Mr. Quigg announced that the sentiment of the leaders all over the State is opposed to calling an extra session of the Legislature for the purpose of reducing the term of Mayor Van Wyck. He said that Gov. Roosevelt is also opposed to it, and that there is little chance of having the Legislature meet again for any purpose now in sight until the regular session.

Mr. Quigg also announced that there is certain to be a combination of Republicans and Independents, especially the Citizens' Unionists, against Tammany. He said that the leaders in the several districts are being allowed to have things their own way, and that they are harmoniously joining forces with all Independents for the overthrow of Tammany Hall.

NEW JENKINS TRIP RUMOR.

Unsupported Statement that He Carries to Mr. Croker a Call Ominous to Tammany Hall.

According to a rumor in circulation yesterday, Dr. W. T. Jenkins, who sailed for England Saturday a week ago, has gone there to see Richard Croker, his brother-in-law, on very important political business. It was said that the doctor carried in his pocket a copy of a call to the citizens of New York to rise up and get rid of all bosses.

This call, according to the rumor, was signed by Daniel Browne, as Secretary of the body of citizens in the movement. Mr. Browne is the law partner of John C. Sheehan, who is now engaged in a lively and interesting fight against Mr. Croker in the Ninth Assembly District. Among other signers there are mentioned Seth Low, J. Edward Simmons, President of the Fourth National Bank; John D. Crimmins, William R. Grace, Oswald Ottendorfer, William H. Clark, ex-Mayor Edward Cooper, ex-Mayor Thomas F. Gilroy, George J. Gould, Hugh J. Grant, and John H. Starin.

Ex-Mayor Cooper last night denied that he had signed any such document, and it was said at the Staats-Zeitung that Mr. Ottendörfer had been in Europe for several months, and knew nothing about the matter.

Dr. Jenkins said before he left the city that he was going to London for the purpose of examining plans of crematories for possible use here. It is not generally believed by Tammany men that his trip to England can have any political significance whatever.

Iowa Republican Convention.

DES MOINES, July 30.—Delegates and politicians are gathering here for the Republican State Convention, which will meet on Wednesday. The convention will renominate Gov. L. M. Shaw, Lieut. Gov. J. C. Hillman, Superintendent of Schools R. C. Barrett, and Railroad Commissioner E. A. Dawson. The only contest will be over the Supreme Court Judgeship, for which there are several candidates. The platform will indorse the St. Louis platform and President McKinley's Administration, including the war policy in the Philippines, and probably will contain an anti-trust plank.

AMERICAN ART COLLECTIONS.

Special to The New York Times.

CHICAGO, July 30.—The statement made by an English expert on old paintings that he had refused to investigate Chicago and New York private collections respecting the genuineness of pictures purporting to have been painted by old masters, on the ground that he knew that most of them were forgeries, and hence it was useless to examine them, attracted considerable attention among Chicago artists.

William Le Baron Jenney, who was appointed recently as one of the Municipal Art Commissioners, said that he was unable to say if the pictures in private collections were genuine. "I never have examined the pictures in the private collections closely," said Mr. Jenney, "and hence I would be unable to state whether they are genuine or not. Of one thing I am certain, however; that is, that every picture in the Art Institute is what it pretends to be. I am inclined to believe that the statement made by the artist is overdrawn, as most of the men who have made collections have been able to tell a genuine picture from a forgery. Some of them have employed well-known artists to select their pictures, and it would be next to impossible to deceive these men."

THE WEATHER.

LOCAL FORECAST—Generally fair; fresh west to northwest winds.

The area of high pressure central Saturday night in Nebraska has moved to Indiana, diminishing in magnitude, and has caused a general fall in temperature east of the Mississippi Valley, except stationary on the Atlantic Coast. The temperature has risen from the Rocky Mountains to the Mississippi Valley and has remained nearly stationary elsewhere. A trough of low pressure extends from Arizona to Manitoba, and a storm appears to be developing in the East Gulf. Tampa reporting a pressure of 29.84 inches, which is a fall of 0.14 in twenty-four hours. Showers have fallen in the Atlantic States and from the Middle Rocky Mountain region to the Middle Mississippi Valley. Showers may be expected in the South Atlantic States, the Red River of the North, the Middle Missouri, and Upper Mississippi Valleys, and generally fair elsewhere. Moderate temperatures will prevail in the Atlantic States. Brisk westerly winds will prevail on the North Atlantic Coast, light northwesterly winds on the Middle Atlantic Coast, and high southerly winds, becoming variable, on the South Atlantic Coast.

The record of temperature for the twenty-four hours ended at midnight taken from THE NEW YORK TIMES's thermometer and from the thermometer of the Weather Bureau, is as follows:

	—Weather Bureau.—		TIMES.
	1898.	1899.	1899.
3 A. M.	78	70	76
6 A. M.	78	71	76
9 A. M.	81	66	77
12 M.	88	69	78
3 P. M.	81	77	84
6 P. M.	75	78	79
9 P. M.	77	72	74
12 P. M.	75	70	70

THE TIMES's thermometer is 6 feet above the street level; that of the Weather Bureau is 285 feet above the street level.

Average temperatures yesterday were as follows:

Printing House Square	76¾
Weather Bureau	71½
Corresponding date 1898	79½
Corresponding date for last twenty-five years	73

The humidity at 8 A. M. was 76 per cent. and at 8 P. M. 50 per cent. The maximum temperature was 78 at 6 P. M. and the minimum 66 at 9 A. M.

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MEDIUM CALLS INGERSOLL

Boston Spiritualist's Failure Moves His Audience to Anger.

DENOUNCED AS A FRAUD

The Champion of the Malcontents Forces Another Trial and an Alleged Spirit Replies.

The announcement that the late Col. Robert G. Ingersoll would speak in the spirit last night was sufficient to draw an audience of two hundred or more persons to Lyric Hall, Forty-second Street and Sixth Avenue. The prospect of an evening's entertainment was so alluring that each readily contributed the 25 cents demanded. As a preliminary, Manager C. B. McDonald announced that there would be a discussion on "Is There a Hell?" Before the evening's work concluded half of the audience believed there is such a place, and one man said a branch institution thereof appeared to have been established in Lyric Hall.

The Rev. Father Bruns of the "Bruns School in Seventh Avenue," who said he was formerly a Roman Catholic priest, began the speaking. He said he did not, "as a Catholic," condemn Col. Ingersoll unreservedly. The Colonel had given money to the poor, and God, the father said, rewards good acts, no matter by whom they may be performed.

William Frank, a medium, who came highly recommended from Boston, then took the platform. He declared that there is no hell, and proved it to his own satisfaction with the declaration, "Because I know it." He told of two letters which he claimed he had evidence to prove were written by Col. Ingersoll just before his death. The letters, he said, are in the Ingersoll home now, stamped and ready for the postman. One of them, he said, is addressed to Archbishop Corrigan, and contains queries relative to confession. According to the medium, Col. Ingersoll wanted the Archbishop to tell him why one man should go to another to get absolution for his sins, and why not to God direct. Also, what power one man has more than another in this respect, and several questions of a more commonplace kind.

Having thus introduced himself, the medium said he would try and "call up Col. Ingersoll."

After the usual exhibition of calisthenics, stiffening of arms, and relaxation of the same, screwing up of his face, &c., the medium straightened up and declared he was unable "to call the Colonel."

"Is the line busy?" asked a man in the rear in an obviously sarcastic tone.

Not noticing the interruption, the medium went on to say that there was some strong antagonistic influence in the hall, and he would have to bid his audience good night. Everybody turned and glared fiercely at the sarcastic individual, and he soon left the hall.

Manager McDonald, a trim, well-dressed person, who seemed to hold his audience in great disdain, then said he was sorry, but he would have to bid the "ladies and gentlemen a pleasant good night."

He added that the Rev. Mr. Harris, also on the programme for a dissertation on hell, had been unable to attend.

Just then a large, gray-haired man, with a beard of the patriarchal type, slowly arose and said:

"I don't know what the rest of the folk here think about this, but my opinion is that it's a fraud of the worst sort." Then he sat down, while the bolder ones applauded. The applause so encouraged the last speaker that he forthwith arose again and asked what he was offered for his 25 cents.

"In these days one can't give such large sums for nothing," he declared, and the audience echoed, "That's so!"

Manager McDonald replied, asking the protestant if he wanted a "hell here on this stage for 25 cents." The man replied that he would give Mr. McDonald a hell for "less than that if you come down here on this floor."

A brief period of quiet was obtained, when the Rev. Mr. McCarthy, announcing himself as "the former pastor of the Church of the Redeemer, who had forsaken church and people to follow the creed of the Spiritualists," got the stage.

He caused a renewal of the disorder by telling Father Bruns that he was not a Catholic priest, had never been one, and, what was more, was only a book agent.

"And one that does not sell many books!" he added, with great emphasis.

Mr. McCarthy was quite as venerable in appearance as the man who asked embarrassing questions, but much more aggressive. He said he would see "if honest folk must be swindley openly," and bounding into the wings with agility creditable in a man of half his years he soon emerged with the medium, Frank. He said he had convinced the medium that there was only one way to preserve order and prevent the destruction of at least 25 cents' worth of property for each person in the hall, and that was to immediately hold communication with Col. Ingersoll.

The medium then said he would "try once more and get the Colonel." The lights were lowered, and after a repetition of his epileptic performance, the medium suddenly went into a "trance," and in deep, unnatural tones, he began:

"I am the spirit of the late George M. Chapman. I bring Col. Ingersoll with me. (Here an elderly woman in the audience jumped up and exclaimed, rapturously: 'I knew they'd fetch him. Just give 'em time and have faith!') I passed out of this life eleven years ago. I have a son living. He was an actor. Now he's in an insane asylum. I bring the Colonel with me, but he's very weak. He cannot talk to you as he would like to. His voice is weak, and you may not recognize him at first. To prove that I am the spirit of Mr. Chapman let me say that I knew a Mr. Kelsey living in this city and in the insurance business. I knew Col. Ingersoll well in life. He settled a will case for me. The Colonel has not changed his ideas at all. He knows now that there is no hell. But he has found out that there is a supreme spirit controlling the universe. In the main he finds he taught the truth."

Here the medium hesitated for a moment; had a few more contortions, and then said:

"The Colonel won't be able

LYNCHING AND ITS REMEDY

Governors of Southern States Give Their Views on the Subject.

HOPEFUL OF SOLVING PROBLEM

Tardy Justice for Criminals and Race Problem Generally Responsible for Mob Violence.

The lynching of persons in the Southern States by mobs who know or suspect that they are guilty of certain repulsive crimes is a matter that has excited universal interest and often universal horror. It has been repeatedly declared by those who have studied this problem on the ground, and who are more or less conversant with conditions in the South, that these conditions modify very greatly the natural enormity of this offense against established law and order. It has been urged that the lynching is seldom a mere wanton taking of human life, and that there are nearly always present reasons that explain, even if they do not always justify, the violence of the mob.

Probably the chief reason put forward in explanation, and often in justification, of lynching is the delay and uncertainty in the administration of the criminal law, especially in the remote localities in which these crimes are usually committed. Underlying this, and underlying all other causes, is the question of race; but this is a problem that is not within the jurisdiction of courts or Legislatures. It must depend for solution upon education and increased civilization and better relations between the races themselves. Those who seek for some immediate remedy believe that it can be found in better and more stringent laws, more expeditiously administered.

Recently THE NEW YORK TIMES addressed to most of the Governors of the Southern States the following letter:

"It has often been urged that the delays in the administration of the criminal law in the rural portions of many Southern States had much to do with inciting crowds to lynch persons accused of crime. In one State, at least, we are informed that vigorous steps will be taken at the next session of the Legislature with a view to making the punishment of crime more speedy and certain.

"We shall be pleased to receive, for publication, your views in the matter as affects the State whose Chief Executive you are, and also whatever you wish to state concerning needed legislation in your Commonwealth and the chances of its enactment."

To this letter only two Governors replied—Gov. Atkinson of West Virginia and Gov. Johnston of Alabama. Their letters are given below. THE TIMES then had its correspondents in the Southern States ask the Governors who had not replied for their views on the subject. Such answers as were obtained in this manner are also given below.

It will be found that the Governors give a more cheerful view of the situation in the South than is usually held in this section of the country. Most of them think the problem capable of solution, and that it is in process of solution, by means of laws recently enacted, and a stricter and more rapid enforcement of those already on the statute books.

GOV. ATKINSON'S VIEWS.

Gov. G. W. Atkinson of West Virginia replied as follows:

To the Editor of The New York Times:

Replying to your letter of the 29th ult., relative to indiscriminate lynchings in some of the Southern States, I beg to say that such occurrences in West Virginia are very rare indeed. We have had but one lynching in this State for many years past, and that grew out of a colored man shooting a white man. The question of races was brought in, and the white people of the community lynched the negro. I investigated the matter carefully, and instituted proceedings against the parties at fault. I do not know whether they will be convicted or not, as it is always difficult to prove the guilt of any person when a large number participate in a crime.

I have always opposed lynchings of any and all kinds. Our courts in West Virginia are well manned, and we have but little trouble of the character named. When a party is guilty of murder he is speedily tried and properly punished. Lynchings usually result from two causes: First, the failure of the courts of a State to duly punish offenders of the law, and, secondly, the race problem.

Only a small portion of our West Virginia population is composed of negroes, and, therefore, the race problem cuts but a small figure with us. Our courts usually discharge their duties properly, and there is, therefore, no cause for lynchings. Our State laws are complete relative to this matter, and we need no additional legislation.

G. W. ATKINSON,
Governor of West Virginia.
Charleston, West Va., July 3, 1899.

GOV. JOHNSTON'S REPLY.

Gov. Joseph F. Johnston of Alabama gave his views as follows:

To the Editor of The New York Times:

I have your letter to-day of 29th ultimo. At the last session of the General Assembly a law was enacted authorizing the Governor, whenever a serious crime was committed, to order a special term of the court for the immediate trial of the offender. One case has arisen since then (6 February.) An unoffending white woman was shot in her own house by two negroes. The negroes fled. One, probably the least guilty, was captured and hanged by a mob. Subsequently the other was captured in another county, detained there by my direction, a special term of the court ordered within a few days, the court held, the negro tried, convicted, and sentenced to be hanged in about thirty days. No kind of effort was made to intercept the orderly administration of justice in the case of the negro tried. This is the only case we have had under the act. We have been almost free of mob law for two years. I think the new law will tend to suppress the influence of the few who are ready to ignore the laws of the land. JOSEPH F. JOHNSTON.
Montgomery, Ala., July 3, 1899.

WHAT GOV. CANDLER SAYS.

Gov. Candler of Georgia gave his reply through The Associated Press, and it was published in full in THE TIMES of Saturday, July 29. He calls attention to a removal by education of many of the causes of lynchings, and makes the following suggestion:

"We need a remedy immediate in its effects, and this remedy can only be found in a qualified suffrage. The ballot must only be intrusted to the virtuous and intelligent. How many men vote who are intelligent, but are not virtuous, and many more vote who are virtuous but not intelligent. Restrict the suffrage to those having both these qualifications, and one of the greatest causes of irritation will be removed, race prejudice, at least in politics, will be eliminated, and the happiness and the material and moral condition of the Southern negro will be greatly enhanced."

GOV. McSWEENEY'S VIEWS.

In reply to questions of THE TIMES's correspondent at Columbia, Gov. M. B. McSweeney of South Carolina made the following statement:

"There have been complaints of tardiness in the trial and punishment of criminals in South Carolina. It has also been stated that too many guilty persons escape punishment through technicalities of the law. For the first complaint there is some reason. Punishment is too slow. But this trouble seems almost inseparable from civil courts as distinguished from military tribunals. The drumhead court-martial, necessary in war, is intolerable in time of peace.

"Every person charged with crime has certain rights guaranteed by the Constitution. One of these rights is to have a fair trial. The right of appeal is likewise guaranteed. The proceedings made necessary by these guarantees are, from their nature, slow. What a military court can do in days must in civil tribunals require months.

"In South Carolina we have three criminal terms a year in every county. I cannot see that this number can be increased. Special terms might be ordered for the trial of particular crimes, but even then the impatience of the mob might not be allayed. The mob seeks instant punishment. In its view a week's delay is as bad as a year's.

"The principal cause of delay in the courts in this State lies in the hearing of appeals. In almost every case the entering of an appeal assures a delay of at least a year in the execution of a sentence. More than one effort has been made to cure this trouble by increasing the sittings of the Supreme Court, which hears appeals. But the Legislature has never seen fit to change the law existing here for almost a century—the law which provides two sessions a year for the Supreme Court.

"Viewing the whole situation, I cannot say that I expect any legislation here looking to the speedier punishment of crime. As now advised, I cannot say just what form such legislation should take.

"My own judgment is that we must look beyond legislation to stop lynchings. These acts of violence every good citizen deplores. They are dangerous in the extreme. No man would rejoice more than I to see them end. I fear, however, that the only hope of relief lies in the stopping of the particular crime which is chiefly the occasion of mob law in the South. The negroes as a class do not appreciate the enormity of this crime. If they did there would be few lynchings in the South.

"The conditions altogether are unsatisfactory. We can look for improvement only through better regard for the law on the part of all classes of the people."

GOV. JONES'S STATEMENT.

Gov. D. M. Jones of Arkansas gave the following answer to a TIMES correspondent:

"In my judgment, the so-called delays in the administration of criminal law so far as Arkansas is concerned have not been the cause of the lynching of any person accused of crime. The lynchings in this State have generally been in cases of rape, and especially of rape and attempted rape, and especially when the assault has been made by a negro upon a white woman.

"This crime is so heinous and revolting that all the laws in the world, no matter how severe the punishment or how speedy its infliction, cannot in my judgment prevent lynching when the accused falls into the hands of the enraged mob.

"I can suggest no remedy because there is none, except the cessation of the crime itself. Of course, this is to be deplored because it is always best that the law should be permitted to take its regular course, but as long as human nature remains as it is the conditions in this respect will not be improved."

GOV. BLOXHAM'S REPLY.

Gov. W. D. Bloxham of Florida answered a TIMES correspondent by quoting from his message to the Legislature in 1897 as follows: "I feel a profound regret in stating that since my incumbency of the Executive office lynchings in two counties have caused the character and civilization of our people to suffer in the estimation of the world."

He suggests that the State law "should be so amended as to make not only a successful assault but even an 'assault with intent' punishable with death; leaving it to the discretion of the jury in the latter event to recommend to mercy, or to inflict another punishment deemed by many even more potent than all others and 'best suited to the crime.'

"Our Constitution should be so amended as to have a Circuit Judge appointed for the State, who could be directed to hold court in any county where a necessity existed, whether that necessity was produced by unusual crime or by disability of the Judge of the circuit. Until such an amendment could be ratified, I would recommend that Section 1,374, Revised Statutes, be so amended as to authorize the Governor to appoint and assign any of the Judges of the Circuit Courts to hold special terms of the court in any county, at such time or times as the Governor may direct, to try any criminal case that he may call to the attention of the Judge, and such other cases as the Judge may deem proper to take up."

After recomending the removal from office and punishment of every Sheriff who permits fatal mob violence, the Governor says:

"In addition, public sentiment should be awakened to the necessity of educating the popular mind to the necessities of observing the law. To that end, the public press, the teachers of the land, and all good citizens should unite. The press of our State has done noble work in that direction, and let the law-abiding and honor-loving people sustain it, and with the co-operation of teachers, spiritual and clerical, and all who look to an elevated citizenship as the true solution of good government, join in the laudable effort to enthrone law and justice as the only governing forces that can sustain our social fabric. There should be no individual redress of wrong. There must be no lynching."

Gov. Bloxham again submited these recommendations to the Legislature of 1899.

The Governor of Mississippi declined to reply.

The Governor of Virginia also declined to reply, but said that he "will take up this matter in his message to the Legislature which meets in December next."

PROTEST AGAINST LYNCHING.

A Clergyman Declares It Is the Greatest Evil Now Menacing the Republic.

The Rev. P. Butler Thompkins of the St. James's Presbyterian Church, 211 West Thirty-second Street, preached upon the subject of a proper judgment for the offenses of humanity yesterday. He said, in part:

"All righteous law is given of God to man for his guide and rule of life. God judges men according to law, and so ought we. But we have turned away from the law and order to mob violence. Of the many evils now menacing America, lynch law is by far the greatest and most dangerous. It is a disease that has taken possession of the American conscience and is gradually devouring it. This disease is contagious. From the South to the North it has spread. It had its origin in race hatred. It is a disease so foul that the Federal Government is afraid to touch it, and the State Government refuses to cure it. It must heal itself. This disease is inordinate hatred. It first makes its victims mad. What is the effect of this anarchy? Not only the negroes, but white men are being lynched; not only Americans, but foreign subjects are being murdered. Five Italians in Louisiana have been lynched—Roman subjects. Even the life of a Roman has no value in America—except it be money value. Nothing will be done about the lynching of the five Italians. Nothing can be done. Our Government is defective. It is powerless to protect either foreigner or citizen.

"Proud America, thou art drunk with pride, greed, and wealth. God is looking on with horror. Retributive justice is thy fate. The South is the arena upon which this long tragedy is being played. The North is the gallery filled with spectators. What is God saying? 'Who sheddeth man's blood by man shall his blood be shed.' Let us not be deceived. God is not mocked.

"In the name of God and in behalf of humanity, I protest against lynching for any cause. It perverts justice, robs the law, dishonors God, and plants the seed of lawlessness in our youth; it undermines the Republic and defeats the end for which government was ordained. I plead for a righteous public opinion that will crush out of existence this sin which is destroying our manhood, our civilization, and our Christianity. I appeal to all of our rulers, both North and South, East and West, to take one common stand in behalf of law and order."

HEAVY IRON ORE PRODUCTION.

Output in 1898 Over Nineteen Million Tons, the Biggest in Any Year.

WASHINGTON, July 30.—The report of the Geological Survey on the production of iron ore for the year 1898 has been completed by Special Agent John Birkinbine. The year recorded the maximum iron ore production for the United States, a total of 19,278,369 long tons. This was 1,760,323 long tons, or 10 per cent., in excess of the previous maximum of 17,518,046 long tons produced in 1897, and over 1,250,000 tons above the record for Great Britain in 1880, when 18,026,049 long tons were mined. The ores of the British Isles also average lower percentages of metal than those exploited in this country, and therefore represent a smaller pig metal product.

The variety of iron ores produced includes red hematite, the output of which was 83 per cent. of the total, and brown hematite, which was 10.3 per cent. of the aggregate product. Magnetite and carbonate ores make up the remaining 6.7 per cent.

The total output in long tons of all varieties by States was: Michigan, 7,346,846; Minnesota, 5,963,509; Alabama, 2,401,748; Pennsylvania, 773,082; Tennessee, 593,227; Virginia, 577,713; Wisconsin, 509,845; Colorado, 318,480; New Jersey, 275,438; New York, 179,951; Georgia and North Carolina, 160,083; Montana, Nevada, New Mexico, Utah, and Wyoming, 55,969; Missouri, 50,000; Ohio, 43,868; Kentucky, 12,913; Connecticut and Massachusetts, 20,251; Texas, 9,705; Maryland, 5,941.

Possible Kidnapping in Michigan.

HOUGHTON, Mich., July 30.—Joseph, the ten-year-old son of Charles Ruelle, disappeared last Friday afternoon. His father, believing that the lad has been stolen, offered a reward to-day of $500 for his safe return or for information leading to his recovery. The father is wealthy, and it is believed the lad has been stolen and is being held for ransom.

THE FIGHT AGAINST EVANS

Pension Attorneys Continue Their War Upon the Commissioner.

AN ORGANIZED PRESS BUREAU

One of the New Arguments Advanced Is that Mr. Evans Is Being Opposed, Politically, in His Own State.

Special to The New York Times.

WASHINGTON, D. C., July 30.—The desperation of the personally conducted pension attorneys' campaign for the removal of Commissioner Evans is shown by the nature of some of the expedients to which they have been compelled to resort. The most carefully planned and elaborately executed manoeuvres have so far produced not the smallest effect on the President, and the futile explosion of all the heavy artillery has reduced the attacking party to the use of weapons of smaller calibre.

The utter failure of the effort to convince the President that the election of Judge Nash as Governor of Ohio depended on getting the Commissioner out of the way has had a discouraging effect, though it is not likely that the attorneys will give this promising argument up altogether. In thrashing around for a political argument that will serve their turn they have hit upon the politics of Tennessee. This might not seem at first sight to be a very promising field, but it is being worked for all it is worth. Various inoffensive-looking paragraphs have been appearing from time to time in different papers to give the impression that a bitter fight is being waged against the Commissioner for delegate at large to the National Convention. It seems like a small thing, but if it could be made to appear that the Commissioner has not only aroused Ohio to discontent, but has lost his grip on his own State by his pension policy, it would be an additional link in the chain of evidence as to his unpopularity which they are industriously trying to forge. It has been argued against Evans all along that his own State amounts to nothing from a Republican standpoint, but it would be conclusive evidence of his unpopularity if the President could be convinced that he cannot hold even Tennessee.

As a matter of fact there is no opposition to Mr. Evans for delegate at large to the next convention, except what comes from a small element in his party which has long been against him, and whose antagonism dates back of his pension policy and has nothing to do with it. The circumstantial stories about the mythical revolt in Tennessee emanate chiefly from this city, and their source is the same as that from which the other efforts to impress the President come.

The people who are exasperated by Mr. Evans's stand and would like to move him away from in front of the United States Treasury no longer hope directly to influence the President. Their desire now is to reach him by indirection, and their guns are trained chiefly upon the Pension Committee of the Grand Army. That committee still has more than a month in which to prepare its report on the conduct of the Pension Bureau, and much may be done in that time. It is a matter of bread and butter to the pension attorneys, and the instinct of self-defense prompts them to do everything they can to remove this formidable barrier between them and their daily bread. It is the desire to catch at every straw which prompts the use of such forlorn weapons as the mythical war against Evans in Tennessee. They have no means of knowing whether Mr. McKinley would yield even if the Pension Committee took the action they desire, and the Grand Army ratified it; but they realize that that is their only hope, and the attempts to beat up sentiment against Evans in the most unlikely bushes are all designed to influence the Pension Committee and thus ultimately to reach the President.

The literary bureau of the ring is well organized and skillful, and it has some notable contributors. One of them, whose name has not appeared as yet in connection with the movement for the displacement of the Commissioner, is said to be one of his predecessors in office. This gentleman wields a powerful pen, as was shown to the cost of the Treasury during his administration of the Pension Bureau, and the contributions which are credited to him would have added to his reputation if he had signed them.

AMERICAN WOMEN IN CUBA.

They Are Doing a Noble and Philanthropic Work in Relieving Suffering and Distress.

HAVANA, July 30.—Many of the public buildings of the city being vacant last year, they were used for shelters for the large number of Spanish and Cuban widows who had been left without means, and after the inauguration of the American régime the occupants were allowed to remain. More recently, however, these buildings have been emptied of their inhabitants, and either torn down or thoroughly disinfected and put in repair to be used as offices or for other purposes, their temporary inhabitants being placed in homes for widows or sent back to Spain.

Several of these women who objected to becoming inmates of widows' homes appealed to Mrs. Brooke, wife of the Governor General, for aid or advice. Others applied to Mrs. Ludlow. Both Mrs. Brooke and Mrs. Ludlow since Jan. 1 have given personal assistance to the needy women. Besides Mrs. Brooke and Mrs. Ludlow, Mrs. Estes Rathbone, wife of the Director of Posts, has also done excellent work in this respect. In fact, it is not generally known what a prominent part in philanthropic work the American women here have taken and are taking. In some cases arrears of rent have been paid, and in others money has been advanced and food and clothing given in such a way as not to hurt the susceptibilities of the receivers. Doctors have been sent in cases of illness, children have been cared for, and situations have been obtained for the sons or other male relatives of the needy families.

In Santiago it has been the same as in Havana. The kindly work done by Mrs. Leonard Wood and her sister, Miss Condit Smith, during her stay from November to May, will long be remembered, not one of the many who sought their aid being turned away.

As a Cuban woman said to-day: "The wives of the American officials in Cuba have been shining stars in their husband's successful administration of the affairs of the island."

DEMONSTRATIONS IN HAVANA.

The Democratic Society Holds a Meeting and Parades the Streets Flaunting Defiant Banners.

HAVANA, July 30.—A mass meeting was held to-day under the auspices of the Sociedad Democratico, a branch of the Cuban National Society of Independence. A procession paraded the streets for two hours, headed by a band and bearing banners with the inscription "Cuba is and by right ought to be free" and "Peace work."

Two girls dressed to represent Cuba and America, rode in the procession. Cuba Libre was represented by a girl with broken chains on her wrists. Few American flags were to be seen on the streets, but hundreds of Cuban emblems were displayed.

A number of speeches were made at the meeting, all in favor of absolute independence and union, and urging the furtherance of work to secure this result. Señor Barrian said some had spoken of the Assembly as one party and of Maximo Gomez as another. "The cry now is, death to either if that be necessary to secure the union of the people."

Hitherto, the speaker declared, the Cuban National Party, owing to divisions in it, had not done anything, but now the various factions are uniting throughout the country. He himself had formerly represented the Socialist Party, but had sunk his personal feelings for the sake of union. The National Party had rejected the plan to give a reception to the family of Gen. Gomez, who was only a personality. The object now was for all to unite, white and black. Their party he said, now represented the people, and it remained for it later to throw out whoever did not like what the party did.

Señor Gonzalo said the party had three main ideas—absolute independence for the island, universal suffrage, and the absolute management of Cuban affairs by Cubans henceforth. Among the other speakers were Señores Gualberto Gomez, Aceo, and de la Torre. Two thousand persons attended the meeting.

HAVANA FIREMEN KILLED.

While Giving an Exhibition Two Men Fall from a Rope.

HAVANA, July 30.—The firemen of Havana held a parade to-day, and exhibited their skill by putting out a fire built for the occasion in Central Park. Two thousand people witnessed the parade, among them being Mayor Perfecto Lacoste and Gen. Ruiz Rivera, the civil Governor.

During the exhibition two men were killed and one was injured. The injured man will probably recover. A rope had been made fast to the stonework on top of a high building, and three men attempted to descend by it at the same time. Just after they had started the stonework gave way and the men fell. One struck upon the balcony of a flat, and was caught by a gentleman standing there watching the exhibition, and was prevented from falling to the ground. The other two men were killed outright.

The man whose fall was broken was badly bruised. He was at once put to bed, and after a time recovered sufficiently to be removed to his home. Eight other persons were hurt, but none seriously, by the falling debris.

Asks Aid for Puerto Ricans.

The Merchants' Association of New York, at a meeting on July 18, appointed a committee of five for the purpose of aiding in the work instituted on behalf of Puerto Rico by the Colonial Aid Society of the United States. The committee, consisting of Duncan D. Chaplin, Chairman; S. Cristy Mead, Treasurer; William R. Corwine, Secretary; John C. Eames, and H. D. Lockwood, has issued an appeal for contributions of money, materials for clothing for women and children, cereals, drugs for the establishment of a dispensary, condensed milk, and similar articles. The agents of the New York and Puerto Rico Steamship Company have agreed to transport all goods sent by the Colonial Aid Society free of charge, and the War Department has ordered that all goods thus shipped be received in San Juan free of customs duties.

SOUTHAMPTON HORSE SHOW.

Meeting Which Commences Aug. 24 Will Include Gymkana and Pony Races and Polo Matches.

Special to The New York Times.

SOUTHAMPTON, L. I., July 30.—Plans for the proposed horse show assumed a more definite aspect yesterday, when a special meeting of the projectors of the enterprise was held at the Meadow Club. Only a few minor details remain unsettled. A tract of land of about fifty acres in the old town part of Southampton, owned by Dr. T. Gaillard Thomas, the President of the Horse Show Association, has been selected as an appropriate site for the meeting, which will commence on Aug. 24.

The events on that day will consist of gymkana and pony races. The horse show proper will take place on the two subsequent days. The entire following week will be devoted to polo matches. The committees having the affair in charge are: Committee on Arrangements—James L. Breese, Chairman; Charles Coster, Harry M. Vickar, Stephen Peabody, Henry G. Trevor, and Dr. T. Gaillard Thomas, ex officio; Horse Show Committee—William C. Gulliver, Henry May, Charles Coster, T. Wyman Porter, and Henry G. Trevor; Polo Committee—Peter F. Collier, Benjamin Nicoll, Stephen Peabody, Harry M. Vickar, and Maxwell Stevenson; Gymkana and Pony Committee—Henry A. Barclay, J. W. Barney, James L. Kernochan, William Manice, and Harry Robbins. The judges as far as known will probably be Reginald Rives, H. L. Herbert, Thomas Hitchcock, John E. Cowden, E. H. Tallmage, and George R. Read.

The classes, according to the present arrangement, will be as follows: Class 1, fours; Class 2, tandems; Class 3, pairs over 15.2; Class 4, pairs under 15.2; Class 5, pairs suitable for a woman's trap and driven by a woman; Class 6, single horses, suitable for carts, gigs, &c.; Class 7, single horses, suitable for runabouts, &c.; Class 8, single horses, suitable for a woman's trap and driven by a woman; Class 9, road horses, single; Class 10, road horses, pairs; Class 11, ponies 14.2 and under, shown in harness; Class 12, ponies, 13.2 and under, suitable for children; Class 13, saddle horses up to 200 pounds, shown at walk, trot and canter; Class 14, saddle horses up to 160 pounds, shown at walk, trot, and canter; Class 15, women's hacks, to be ridden by women; Class 16, ponies, 14.2 and under, to be shown under saddle; Class 17, jumping, middle and heavy-weight horses, up to 165 pounds and over, to be shown from four feet jumps, conformation to count 25 per cent., performance 75 per cent.; Class 18, jumping light-weight horses up to 165 pounds, shown under same condition as Class 17; Class 19, farm pairs, shown to farm wagons.

The conditions governing the horse show are as follows: (1) Horses to be shown by amateurs; (2) Horses to be owned in Suffolk County, questions regarding such ownership to be settled by committee without appeal; (3) Right is reserved to reject any entry; (4) Protests as to soundness to be decided by the veterinary surgeon of the association during the judging of classes and without appeal; (5) Entries in Classes 11 and 16 not to be eligible for Class 12, and vice versa; (6) Entries in Class 6 not to be eligible for Class 7, and vice versa; (8) Entries in Class 13 not to be eligible for Class 14, and vice versa; (9) Entries in Class 17 not to be eligible for Class 18, and vice versa; (10) Entries in every class to number at least three; (11) Entrance fee to be $2 per horse in every class except Class 17, which is to be free; (12) Entries to be mailed with entrance fee on or before Aug. 18 to Charles Coster, Secretary of Committee, Southampton, L. I. Several cups have already been offered for the polo contest, but nothing definite is known as yet as to which teams are to play.

Boat Race Between Squadron Crews.

Special to The New York Times.

NEWPORT, July 30.—The race between the crews of the New York and Brooklyn will be pulled over a four-mile straightaway course to-morrow afternoon. The purse is $280 a side. Crews of the two vessels have over $1,500 wagered on the result.

THE CONFERENCE ON TRUSTS.

Governors, Congressmen, and Representatives of Commercial Clubs and Labor Unions Invited.

CHICAGO, July 30.—Ralph M. Easley, Secretary of the Civic Federation of Chicago, returned to-day from the East, where he has spent two weeks furthering the interests of the coming conference on combinations and trusts, to be held in this city September 13-16. While in Washington he arranged with the State Department for a circular of inquiry to the Consuls throughout Europe, asking for information concerning trade combinations of all kinds.

In behalf of the Committee of Arrangements he extended an invitation to the Inter-State Commerce Commission and the United States Industrial Commission to each attend in a body. Members of both commissions write they will favor accepting the invitation.

As the relation of the protective tariff to trusts will be discussed, invitations have been accepted by representatives of the Protective Tariff League, the United States Export Association, and the Tariff Reform Commission of the Reform League of New York and the Home Market Club and New England Free Trade League of Boston.

Thirty-five Governors are appointing seven delegates each. In twenty instances the Governors, Attorney Generals, and Labor Commissioners will accompany the delegates. As many members of Congress have stated their intention to come to hear the discussions and asked for seats, the committee has decided to invite all the members to be present, and special arrangements will be made for all who accept.

The Presidents of thirty-seven National and State commercial, agricultural, and labor organizations have sent acceptances. The labor organizations' representatives include Samuel F. Gompers, President of the American Federation of Labor; John W. Hays, General Secretary of the Knights of Labor; P. J. McGuire, Secretary and Treasurer United Brotherhood of Carpenters and Joiners; James O'Connell, President International Machinists; Samuel B. Donnelly, President International Typographical Union; P. H. Morrissey, Grand Master Brotherhood of Railway Trainmen; Henry White, General Secretary United Garment Workers of America.

An effort is being made to secure the attendance at the conference of E. J. Smith of Birminghan, England, whose phenomenal success in promoting combination movements in England is dealt with in recent advance sheets of a Consular report. It is claimed in this report that Mr. Smith's plan has been successfully working for several years, and that it secures a sure profit to the manufacturer and satisfactory wages and conditions to the artisan without unduly raising the price of the commodity to the consumer. Mr. Smith's plan is indorsed by Joseph Chamberlain and many members of Parliament, and will be discussed at the conference.

Tug Founders and Captain Drowns.

DETROIT, Mich., July 30.—A dispatch from Harbor Beach, Mich., says: "The tug Grace A. Ruelle of Detroit foundered in the heavy sea while crossing Saginaw Bay last night. Capt. Jule Lemay of Detroit and Engineer Fred Sayre were the only ones on her, and took to a raft when the tug went down. After drifting for twelve hours Capt. Lemay endeavored to swim to the shore. He had gone but a little way when he sank and drowned. Engineer Sayre stuck to the raft and was picked up an hour later."

SHIPPING AND FOREIGN MAILS.

Miniature Almanac—This Day.

A. M.		P. M.	A. M.
Sun rises...4:55	Sun sets...7:17	Moon rises...	...

High Water This Day.

A. M.	A. M.	A. M.
S. Hook....2:23	Gov. Isl'd...3:06	H. Gate....5:02
P. M.	P. M.	P. M.
S. Hook....2:55	Gov. Isl'd...3:34	H. Gate....5:30

Outgoing Steamships.

TO-DAY, (MONDAY,) JULY 31.

	Mails Close.	Vessels Sail.
Scottish Prince, Rio Janeiro	3:00 P. M.	5:00 P. M.

TUESDAY, AUG. 1.

Comanche, Jacksonville..	.....	3:00 P. M.
Excelsior, New Orleans..	.....	1:00 P. M.
Madiana, Barbados.....	1:00 P. M. *1:30 P. M.	3:00 P. M.

WEDNESDAY, AUG. 2.

Allianca, Colon.....	9:30 A. M. *10:30 A. M.	12:00 M.
Britannic, Liverpool.....	9:00 A. M. 10:30 A. M.	12:00 M.
Chicago City, Bristol....	.....	.....
Massilia, Naples.....	.....	.....
New York, Southampton.	7:00 A. M. *9:00 A. M.	10:00 A. M.
San Marcos, Galvestcn..	.....	3:00 P. M.
Seneca, Havana.....	1:00 P. M.	3:00 P. M.
Southwark, Antwerp.....	10:30 A. M.	12:00 M.

THURSDAY, AUG. 3.

Ardandhu, Tampico.....	1:00 P. M.	3:00 P. M.
Kaffir Prince, La Plata Countries	2:00 P. M.	.....
Koenigin Luise, Bremen..	7:00 A. M.	9:00 A. M.
Santiago, Nassau.....	1:00 P. M.	3:00 P. M.
Trojan Prince, Naples....	.....	.....

FRIDAY, AUG. 4.

Iroquois, Jacksonville.....	.....	3:00 P. M.
Origen, Kingston.....	1:00 P. M.	3:00 P. M.
Rio Grande, Brunswick..	.....	3:00 P. M.

TRANSPACIFIC MAILS.

Mails for Australia, (except those for West Australia, which are forwarded via Europe,) New Zealand, Hawaii, Fiji and Samoan Islands, per steamship Moana, (from San Francisco,) close here daily after July 21 and up to Aug. 24 at 6:30 P. M. on day of arrival of steamship Campania, which will probably arrive Aug. 24. Mails for Hawaii, per steamship Australia, (from San Francisco,) close here daily up to Aug. 18 at 6:30 P. M. Mails for Australia, (except West Australia,) Hawaii, and Fiji Islands, per steamship Miowera, (from Vancouver,) close here daily after Aug. 24 and up to Aug. 28 at 6:30 P. M. Mails for China and Japan per steamship Victoria, (from Tacoma,) close here daily up to Aug. 31 at 6:30 P. M.

§Registered mail closes at 6 P. M. previous day.

*SUPPLEMENTARY MAILS.—Additional supplementary mails are opened on the piers of the American, English, French, and German steamers and remain open until within ten minutes of the hour of sailing.

Incoming Steamships.

TO-DAY, (MONDAY,) JULY 31.

Advance, Colon, July 26.
Forric, London, July 15.
Friedrich der Grosse, Bremen, July 22.
Georgic, Liverpool, July 21.
Marengo, Newcastle, July 19.
Ohio, Hull, July 18.
Tuscarora, London, July 19.
Undaunted, Gibraltar, July 17.
Winifred, New Orleans, July 23.

TUESDAY, AUG. 1.

Brasilia, Hamburg, July 20.
Kansas City, Swansea, July 19.
Manitou, London, July 20.
State of Nebraska, Glasgow, July 21
Westernland, Antwerp, July 22.

WEDNESDAY, AUG. 2.

Manhattan, London, July 21.
Teutonic, Liverpool, July 26.

THURSDAY, AUG. 3.

Lahn, Bremen, July 25.
St. Cuthbert, Antwerp, July 22.

FRIDAY, AUG. 4.

Benlomond, Gibraltar, July 21.
Campania, Liverpool, July 29.
Pocasset, Gibraltar, July 21.

SATURDAY, AUG. 5.

Archimede, Gibraltar, July 23.
Jersey City, Swansea, July 22.
St. Louis, Southampton, July 29.

Arrived.

SS Georgic, (Br.,) Thompson, Liverpool July 21, with mdse. and passengers to the White Star Line. Southeast of Fire Island at 12:45 A. M. 31st.

SS Koenigin Luise, (er.,) Reimkasten, Bremen July 20 and Southampton 21st, with mdse. and passengers to Oelrichs & Co. Arrived at the Bar at 4 A. M.

SS Beltor, (Br.,) Hosking, Hamburg July 13, with mdse. to Barber & Co. Arrived at the Bar at 8 P. M. 29th.

SS British Empire, (Br.,) Riddle, Antwerp July 15, with mdse. to Sanderson & Son. Arrived at the Bar at 9:35 P. M 29th.

SS Agnes, (Nor.,) Hatvorsen, Samana July 23, with fruit to Bartram Bros.—vessel to Bennett, Walsh & Co. Arrived at the Bar at 4 A. M.

SS Excelsior, Boyd, New Orleans 5 ds., with mdse. to J. T. Van Sickle.

SS Craigearn, (Br.,) Kirkwood, Baltimore July 28, with mdse. in transit to Benham & Boyesen.

SS Oldana, (Ger.,) Hansen, Baracoa, &c., July 21, with mdse. and passengers to W. D. Munson. Arrived at the Bar at 4 A. M.

SS Guyandotte, Hiller, Newport News and Norfolk, with mdse. to the Old Dominion Steamship Company.

SS Hamilton, Dole, Newport News and Norfolk, with mdse. and passengers to the Old Dominion Steamship Co.

SS Benefactor, Swain, Philadelphia, with mdse. to W. P. Clyde & Co.

SS Maasdam, (Dutch,) Potjer, Rotterdam July 20 and Boulogne 21st, with mdse. and passengers to Holland-America Line. Arrived at the Bar at 5:30 P. M.

SS Antilla, (Br.,) Montell, Nassau, N. P., July 22 and Governor's Harbor 26th, with mdse. and passengers to F. T. Montell & Sons. Arrived at the Bar at 8:30 P. M.

SS Caracas, Woodrick, Porto Cabello, &c., July 20, with mdse. and passengers to Boulton, Bliss & Dallett. Arrived at the Bar at 1:32 P. M.

SS Tallahassee, Askins, Savannah, with mdse. and passengers to the Ocean Steamship Co.

SS Manitou, (Br.,) Cannons, London July 20, with mdse. and passengers to the Atlantic Transport Line. Passed in Sandy Hook at 12:10 A. M. 31st.

SS Kilmorack, (Br.,) Ferguson, Tilt Cove, N. F., July 23, with copper ore to American Metal Refining Co.—vessel to Miller, Bull & Knowlton. Arrived at the Bar at 9 P. M.

WIND—Sandy Hook, N. J., July 30, 9:30 P. M., southwest, light, clear.

Sailed.

SS Catania, for Galveston.
SS Cynthiana, (Br.,) for Copenhagen.
SS Rabat, (Span.,) for Havana.
SS Evelyn, (Br.,) for Carteret, N. J.
SS Peninsular, (Port.,) for Lisbon.

By Cable.

LONDON, July 30.—SS Prinz Regent Luitpold, (Ger.,) Capt. Walter, from New York via Southampton, arr. at Bremen to-day, not previously.

SS Noordland, (Belg.,) Capt Losewitz, from Antwerp for New York,, passed Prawle Point to-day.

SS Bremen, (Ger.,) Capt. Nierich, (from Bremen,) sld. from Southampton for New York at 1:30 A. M. July 21.

SS La Bretagne, (Fr.,) Capt. Rupe, from New York, arr. at Havre at 4 P. M. to-day.

SS Tartar Prince, (Br.,) Capt. Anderson, from New York for Naples, Genoa, &c., arr. at St. Michael to-day.

SS Campania, (Br.,) Capt. Walker, (from Liverpool,) sld. from Queenstown for New York at 8:45 P. M. to-day.

Buffalo, (Br.,) Capt. Loveridge, sld. from Hull for New York to-day.

The Attractions of Our Stores Are Their Low Prices.

Macy's

R. H. Macy and Co

Both sides of 14th St. (Running from 13th to 15th St.), Sixth Ave.

Macy's Low Prices

During this week we offer a number of special inducements to buyers. Our stores are so organized that we can furnish any part of a Summer outfit for your home or for your person. Here are a few specials. There are others in all departments.

Silks.

5,000 yards all-silk black Pongee, with fine taffeta finish, nearly yard wide, suitable for summer shirt waists and dresses, worth 75c. per yard, our price, 49c.

Rich Fancy Taffetas, a special purchase that includes all the most desirable colorings; they cannot be produced to-day for less than 80c. per yard; our price, 49c.

Cotton Dress Goods.

Beautiful Sheer Swiss Organdie in an assortment of cross bar and broken plaids, stripes, figures and scroll effects, on back grounds of navy, red, white, black and lavender, all fast colors, worth 10c. per yard; our price, 6c.

Polka-dotted Duck Suiting, in navy and white, black and white, gobelin and white, gold and black; also hair-line effects in black and navy and solid colors, including pink, navy, black, tan, cardinal and Yale; sold elsewhere at 12½c. per yard; our price, 8c.

Imported silk-striped Ginghams, an unbroken assortment, sold by us all season at 19c. and 24c per yard; our price now, 10c.

Covert Cloth, in five shades of tans and grays, three shades of navy blue, extra fine quality, 28 inches wide; our special price, 10c.

Umbrellas.

Pure Silk Umbrellas, steel rods and tight rollers, paragon frames, cases and tassels. Artistic Dresden and silver mounted natural wood handles, large variety of shapes, 26 and 28 inches—suitable for men and women. You'll find umbrellas like them elsewhere for $3.00 and $3.50; you'll find them here only at $1.48.

Lawn Shirt Waists.

Women's Shirt Waists, made of sheer white lawn, trimmed with two rows of inserting down front, worth $1.25; our price, 79c.

Women's Shirt Waists, made of sheer white lawn, trimmed with three clusters of five tucks each and two rows of inserting running straight across front, tucked back yoke; worth $1.75; our price, 98

The August Furniture Sale

The Wanamaker Store

LIBRARY BEDROOM | PARLOR DININGROOM | HALL KITCHEN

WE announce this morning the opening of our third August Furniture Sale in New York. While we believe that our New York public requires little explanation of its principles or elaboration upon its advantages, it is, nevertheless, a matter of such real importance that it deserves the most serious attention that the advertiser can give it.

It is in such movements as this that certain characteristic Wanamaker principles find their best expression. It is in such powerful economical movements that a store comes nearest to its full duty to its public. In fact, we believe that

The Time

Why August? Because August has certain strategical advantages for a sale of this sort. In accepting goods now, we are enabled to utilize the dull times of the manufacturers. We turn a quiet furniture month into a very lively one. We suggest home improvement and home establishment at what we have found to be a proper time.

The Economies

For nearly a year there have been steady and swift advances in the prices of everything that goes into good furniture. The increase is from 30 to 100 per cent. since our last sale.

Lumber prices have advanced 30 per cent.
Glass prices have advanced over 60 per cent.
Hardware prices have more than doubled.

Yet, our prices on this immense collection will show no advances whatever, and on a vast and comprehensive list of cases, including all sorts and grades, will average a saving of one-third from present fixed retail figures. In many cases the price is one-half.

The Quantities

There have been manufactured, selected, and made ready for the sale, almost exactly one-half million dollars' worth of the best furniture made in America, and that means the best in the whole world. All of this immense quantity,—enough to fill a freight train two miles long—is either already delivered and on exhibition, or in our warehouses in reserve. It is by far the largest collection of furniture ever gotten together for any retail occasion, and in its aggregate surpasses in quantity any exposition-collection we have ever known.

The Qualities

This is all Wanamaker furniture, made expressly to our order by safe and reputable firms. It does not include a single piece of anything that is not good.

Varnish and veneer, backed by bluster and brag can perform wonders of deception. Varnish, especially, can cover more sins than charity. Consequently there is a prevalent and pernicious kind of furniture-making that gives a great deal of shine for a very little money, and deludes the public quite successfully into material financial loss. Furniture of this sort we abhor, and we cannot say anything stronger of the qualities you will find here than that they are as far removed from that pestilential trash as the East is from the West.

Good goods, but cheaper than you have ever seen them.

The Prices.

Detail in such a forest of furniture must necessarily be lost. It would take this page to catalogue the collection. That shall be a day-to-day duty for some time to come, but meanwhile, here is a summary. There are:

125 Styles—Odd Parlor and Library Suits, $20 to $2,000.
15 Styles—Davenport Sofas, $20 to $100.
40 Styles—Odd Parlor Chairs, $3 to $48.
60 Styles—Couches, $7.50 to $67.50.
100 Styles—Parlor and Curio Cabinets, $7 to $230.
115 Styles—Music Cabinets, $4 to $50.
15 Styles—Parlor Pedestals, $5 to $16.50.
260 Styles—Parlor Tables, $1.50 to $200.
75 Styles—Women's Desks, $4.75 to $140.
42 Styles—Library Tables, $12 to $140.
280 Styles—Bookcases, $5 to $129; 54 Styles—Buffets, $5 to $93.
137 Styles—Sideboards, $10.50 to $280.
63 Styles—Extension Tables, $3.50 to $115.
105 Styles—China Closets, $10 to $130.
250 Styles—Dining Chairs, 60c. to $46.
100 Styles—Chamber Suits, $12 to $640.
250 Styles—Chiffonieres—$4.50 to $120.
100 Styles—Bureaus, $5 to $127.50; 40 Styles—Wardrobes, $10.50 to $225.
90 Styles—Iron Bedsteads, $1.75 to $32.
50 Styles—Brass Bedsteads, $16 to $150.
12 Styles—Folding Bedsteads, $4 to $95.
125 Styles—Bedroom Chairs, 65c. to $12.50.
70 Styles—Hall Stands and Hanging Racks, $1.25 to $125.
35 Styles—Hall Benches, $9 to $100.
100 Styles—Tabourettes, $1.50 to $7.

The Showing

The store is turned into a furniture exposition this morning, and visitors to the Paris Exposition next year, will see nothing larger, nor more varied in furniture collecting than we can show to-day. American makers are the best in the world, at last; but so far as the French and Austrians and Swiss can show superiorities in specialties, they are shown here.

We have been identified with furniture making, selling and improvement for many years. But we have never done so well in selection, collection and prices as now.

The Deliveries

Goods purchased at this sale will be stored by us for future delivery without charge to the customer.

With the Furniture, Carpets, Mattings and Linoleums

First, very good news of these mattings, if news of reduced prices is good. A timely reduction, but it could scarcely be otherwise, for there is no time in the year when mattings are not wanted. Their usefulness is extending rapidly. The good sorts have a place in homes the year around.

We have 830 rolls of the best mattings made that we will sell as follows:—

150 rolls of fine heavy China mattings, weighing 100 and 110 lbs. to the roll of 40 yards. Our prices have been $12 and $15 a roll; now reduced to $9 and $10.

150 rolls of good strong straw mattings, but not quite so fine as the lot first quoted; weighs 85 to 90 lbs. to the roll; has been $10; now $7.50 a roll of 40 yards.

Other grades that have been $9, now $7; and some that were $7, now $5. Another sort that was $6, now $4.50.

Japanese mattings, fine, and very handsome in design. We offer 250 rolls of them in 46 patterns and several grades at the following reductions:

A fine, 240-warp matting, very handsome; has been $15; we reduce the lot to $10. Some that have been $10, now $7.50; and others $9, now $7.

We have accumulated about 1,200 yards of short ends of linoleums that we will sell at

One-quarter, One-third and One-half Price

It depends on the length of the remnant whether the reduction is of only one-half its former price, or as much as three-quarters. This is a twice-a-year chance, and it seldom lasts more than a day and a half or two days.

Regular $1 linoleums at 25c., 35c. and 50c. a yard.
Regular 70c. linoleums at 18c., 23c. and 35c. a yard.
Regular 50c. linoleums at 12½c., 17c. and 25c. a yard.
All remnants of inlaid linoleums, regularly priced at $1.50 sq. yd., reduced to 75c.

Ingrain Carpets

Best all-wool Extra Super Ingrain; prices have been 65c. to 75c. per yard, now 50c.

Formerly A. T. Stewart & Co., **JOHN WANAMAKER** Broadway, Fourth Ave., Ninth and Tenth Sts.

Will Not Open Thomas Chase's Grave.

CHATTANOOGA, Tenn., July 30.—A special from Bristol, Tenn., says that the attorneys for the insurance companies wherein the death of Thomas Chase, who held a policy of $27,000, and whose death has been brought in question, have abandoned the idea of opening the grave in which Chase is alleged to have been buried at Milligan, Tenn. President Hopewood of Milligan College makes a statement that Chase is surely dead, and that the dead body was seen by no less than fifty people who were intimately acquainted with him, and there could not possibly be any mistake as to his death.

Two Murderers to Die To-day.

SING SING, N. Y., July 30.—Louis Pullerson and Michael McDonald will go to the electric chair to-morrow morning. Both murderers rested quietly to-day and were visited by Father Creeden of this village and by two Sisters of Mercy. Pullerson, who is a colored man, was convicted of killing his wife in New York at 327 West Thirty-ninth Street by choking her to death. McDonald shot and killed Stephen Titus in New York on May 4, 1898. Titus was timekeeper for a packing house on Eleventh Avenue.

Texas Robbers Elude Officers.

Special to The New York Times.

AUSTIN, Texas, July 31.—"Tom" Ketchum, the train robber, who was believed to have been cornered two days ago in Tom Green County by a posse of State Rangers and Deputy United States Marshals, has again given the officers the slip. His rendezvous was found, but before an attack could be made on the place Ketchum and the two members of his band who were with him evaded the officers. The outlaws are believed to be in hiding, and a thorough search of that section will be made for them.

Asked for a Job, Took His Watch.

ELIZABETH, N. J., July 30.—John Skillen, a contractor, living on East Grand Street, while on his way to his home this evening, was stopped by a negro who asked him for a job. Mr. Skillen told him he had nothing for men to do just now, and was about to pass on, when the man grabbed him by the throat, and, while choking him, took away his watch and chain worth $200. Mr. Skillen made an outcry when released, and his son, John Skillen, Jr., who was just leaving his father's house, chased the robber several blocks without catching him.

Killed by a Fall Down Stairs.

PEEKSKILL, N. J., July 30.—Uriah Fouts of Cleveland, Ohio, was killed here last night by falling down stairs. He was on a visit to his son, T. M. Fouts, on Washington Street. The body will be taken to Cleveland on Tuesday. Mr. Fouts is survived by a widow and seven children. He was born in 1829.

Alleged Incendiary Fire.

BLANDFORD, Mass., July 30.—A house and two barns belonging to Miss Annie N. Lewis was burned this morning. The loss is estimated at $5,000. Thomas Dunn was arrested, charged with setting the fire.

STRIKERS NOT ORGANIZED

Reasons for the Defeat of Surface Railroad Men.

REJECTS PARSONS' DELEGATES

Fails to Prove to Central Federated Union that His Alleged Union Ever Existed.

Some reasons for the failure of the surface railroad strikes in New York and Brooklyn were brought to light yesterday at the meeting of the Central Federated Union. The men had never been properly organized, and it is now doubtful whether any line had furnished even a corporal's guard to the surface railroad men's organization. What General Master Workman Parsons's motives were for making a "hullabaloo" over his railroad men's union and forcing a strike is still a mystery, for he was unable to prove to the Central Federated Union that such a union had even an existence when delegates from that alleged union sought admittance to it. This last-named body referred the credentials of the railroad delegates to its Miscellaneous Section, and the section failed to find such a union, although Mr. Parsons had promised to show it. The section and the Federated Union withheld these facts, as rumors of strikes were in the air, and they feared to injure such a union, if there was one, on the eve of a strike by publishing the result of their investigations.

Several years ago there were delegates from the surface railroad men in the old Central Labor Union, but Delegate James P. Archibald said that those delegates represented no one but themselves, and an investigation proved the truth of his assertions.

Delegate Robert Winston of the Liberty Dawn Association of Coach Drivers is a great friend and admirer of Mr. Parsons, and it was his attempt yesterday to vindicate his friend that let the cat out of the bag. Mr. Parsons was expected to be present at the meeting, but he did not make his appearance.

Delegate Winston said that during the past week General Master Workman Parsons had enrolled 300 motormen and conductors into a union at a meeting at Seventy-third Street and Third Avenue. He went on to say:

"Very strong indignation was manifested against President Prince of the Central Federated Union for his language at the meeting of the Miscellaneous Section on Tuesday night last. He said that Parsons had turned over a corpse to the Central Federated Union when he got it to appoint a Treasurer for a fund for the strikers, and he objected to being appointed on Mr. Parsons's relief committee of fifteen.

"This certainly was a strange speech for a man who last Sunday advocated independent labor political action, and then threw a wet blanket on all plans for aiding the strikers. Perhaps this is a Dr. Jekyll and Mr. Hyde case, and it was not perhaps the same Prince who spoke at both meetings, although both looked alike in every respect."

Chairman Prince left the chair to defend himself, and asserted that it was he himself who had spoken at both meetings. He said:

"I am in sympathy with the men who went out if there was a strike, but there is one thing that I refuse to do. I won't have anything to do with a dead strike. I am not here to build up the Knights of Labor. I am a trades unionist, and belong to the American Federation of Labor, and if I have any time to waste I will not waste it on the Knights.

"Parsons wanted to hand a dead package to us when he appointed a committee of fifteen to handle contributions for the relief of the strikers. I am a dealer in live stock, and don't want any corpse thrust upon me by being appointed on such a committee. I am in favor of an independent political labor party, but not one like that proposed by Parsons with $100,000 behind it to keep the ball rolling. I have not criticised the management of the strike, but I won't be on Parsons's committee now that the strike, such as it was, is over."

"Is it not a fact," asked Delegate Foley of the caisson workers, "that delegates from an organization of street-car employes formed by Mr. Parsons under the auspices of the Knights of Labor had their credentials approved?"

Delegate Prince said it was not true, and Delegate Herman Robinson of the Miscellaneous Section, to which the credentials of the surface railroad men's union were referred, jumped up and said:

"I believe now in coming out openly with the facts. When the strike was first talked of a committee from the Miscellaneous Section was appointed to investigate the standing of the alleged union. That committee was unable to report. It is a fact that we indorsed the strike. I said at the time that I was dissatisfied, but not for publication, as I did not want to do the strike any harm.

"On two occasions Mr. Parsons promised to satisfy the committee that his union was in good standing, but he failed to appear, although an appointment was made each time. No proof whatever was offered that any such organization as that of the surface railroad men existed. Some of the Knights of Labor were doing very sneaking work."

Here Delegate O'Brien of the granite cutters interrupted Robinson by saying: "You should not say what you think at all times. There is no doubt that the motormen and conductors had tried to better their condition, and this kind of talk does not help the strikers' fund. Last Sunday I was elected Treasurer of the strike relief fund, and thus far I have received only $216."

"What was done with the credentials of the alleged union of surface railroad men?" asked a delegate.

"They were laid over until we could ascertain whether the union was a bona fide one or not," replied Delegate Prince. "There were two delegates named in the credentials, but they were not street car employes. Mr. Parsons promised to prove beyond a doubt that his union really existed, and was in good condition, but failed to do so, or even to make his appearance on two special occasions when appointments for that purpose were made. He promised to introduce us to the new union. We went to the appointed place, and waited until 10 o'clock, but not a soul appeared. We thought it best not to make any report so as not to do the men any possible injury on the eve of the strike. Mr. Parsons has never since made any effort to prove that the union existed then or that it exists to-day. I shall say here that I have no use for labor leaders with methods like those of Parsons."

"Were not the delegates of the alleged union seated in the Central Federated Union?" asked Delegate Egan of the letter carriers.

The Recording Secretary looked over his books, and could find no record of their having ever been seated.

A delegate here rose and in a tone of disappointment, remarked: "The employers will be glad to hear of this split in the ranks of labor."

"There is no split. I'm only stating the facts," said Delegate Prince.

The meeting then accepted Delegate Prince's report of the failure of the Committee on Credentials to find that Mr. Parsons's surface railroad men's union ever existed.

After the meeting a delegate from Brooklyn, who was engaged in the strike there, said that what had transpired at the meeting would throw back the organization of surface railroad men for ten years.

ALLEGED DYNAMITERS TO SUE.

Men Arrested in Connection with Brooklyn Outrage Want $210,000 from Rapid Transit Company.

The Brooklyn Rapid Transit Company, it was said yesterday, will be called upon to defend suits for damages aggregating $210,000 as a result of the arrest of the twenty-one men at Carberry Hall during the trolley strike on suspicion that they were involved in the elevated railroad dynamite plot. These men, it was stated yesterday, had engaged Lawyers Isaac M. Kapper and Eugene V. Brewster to bring proceedings against the railroad company for damages for alleged persecution and for false imprisonment. Each of the men will bring suit for $10,000 damages, and papers in the case will, it is said, be served to-day.

The men claim that their arrest was in the nature of persecution, and they also declare that it has operated to prevent their obtaining employment in Syracuse and other cities. The men assert that they can produce fifty affidavits of strikers who attended the meeting at which William Ashby, the railroad detective, claimed the alleged dynamite plot was hatched, to prove that Ashby was not present at the meeting.

Ashby was the chief witness against the men when they were arraigned in court. He claimed to have heard talk of dynamiting at a meeting of strikers in Carberry Hall, on Rockaway Avenue, on the night before that on which the elevated railroad pillars on Fifth Avenue were blown up. It was on the strength of this information that the police visited Carberry Hall and arrested twenty-one strikers whom they found there.

When the men were arraigned before Magistrate Brenner in the Adams Street Police Court no evidence was produced to show that they were directly or indirectly connected with the dynamite plot. The men, beside suing the railroad company, also threaten to have Ashby arrested for perjury.

NEWSBOYS FORM A NEW UNION.

Elect a Man as Leader and Will Divide City Into Districts.

There was a rally of newsboys at Gardner's Hall, at 21 Suffolk Street, last evening, to organize a new union and elect new officers. Abraham Lippman, who has a newsstand at Canal and Essex Streets, called the meeting to order. He is a grown-up man, and for some time he ran the meeting much to the disgust of Simon Levy, who was trying to wedge in a word without success.

After some skirmishing the boys accepted a suggestion of Lippman's to have a full-grown man for a President, and elected James G. Neill, fifty years old. President Neill, in making his inauguration speech, said that the price maintained by some of the evening papers virtually imposed a tax on newsboys and newsmen, and the latter could not transfer the tax to the public as other dealers did the war tax.

Mr. Neill suggested that all union boys should wear badges, and become affiliated with other labor organizations. He proposed that the city should be divided into districts and send delegates to a central union. The meeting adopted Mr. Neill's suggestions.

Other officers were elected as follows: Vice President—"Racetrack" Higgins of Brooklyn; Secretary—Abe Cutler; Treasurer—Dave Ruben of Bleecker Street and the Bowery; Sergeant at Arms—"Yellow" Simon Levy. John Masin was elected head Captain, and will select his district Captains. A floral horseshoe was sent by William Reese, the colored lemonade seller in Printing House Square, for the best orator of the day. It was won by George J. Fabian.

TROUBLES OF NEW YORK TAILORS

Brooklyn Men to Strike To-day—Manhattan Men Return to Work.

At a meeting of tailors employed in the shops in the Brownsville District of Brooklyn last night at American Star Hall, Pitkins Avenue and Christopher Street, it was agreed to declare a strike this morning. The meeting was addressed by Joseph Barondess, who advised and instructed the men how to carry on the strike, cautioning them against violence. As a result of the meeting 1,500 garment workers will go on strike. This number will include operators, finishers, basters, and pressers.

The tailors demand a ten-hour day, a graded scale of wages, and an increase in pay. They also demand that a working week shall not consist of more than fifty-nine hours. They claim that the contractors have violated the agreement made with the tailors after the strike of 1896.

The contractors say they will stand out against the demands of the men, and can secure plenty of men to take their places. It is believed that an attempt to do this will cause trouble to-day, and Police Captain Velsor of the Brownsville Station will keep all his men in reserve for an emergency.

The strike of coat makers in Manhattan is ending. It was reported yesterday at their headquarters, at 145 Suffolk Street, that 1,000 men had been granted their demands and had returned to work.

The cloth spongers who struck on Friday for an advance of 15 per cent. in wages met at 585 Bowery. The Strike Committee reported that five employers had settled with their men, but later repudiated their promises. It was decided to call those shops on strike again to-day.

Bootblacks Accept a Compromise.

The bootblacks on the ferryboats who had threatened a strike against Padrone Vincent Cattogio for an advance of from $5 a week to $7 were smiling yesterday as they polished passengers' shoes. "We've compromised," said a leader. "Cattogio offered to pay us $6, and we accepted that, as we are not yet well organized." He added that as soon as the bootblacks' union is thoroughly organized they will ask for $7 a week, and strike if it is not forthcoming.

Blacksmiths Hereabout Uneasy.

The blacksmiths and blacksmith's helpers of New York, Jersey City, Bayonne, Elizabethport, and Newark threaten to go on strike to-morrow if their demands for an increase of wages and reduction of the hours of labor are not granted. They ask that 30 cents an hour be the minimum wage and that the hours of labor should not exceed nine and one-half a day.

SOLDIERS SEIZE ICE CREAM.

Troops in Cleveland Will Bear No Boycott—People Still Afraid to Ride on Cars.

CLEVELAND, July 30.—A crowd of soldiers who belong to the troops called here on account of the street railway strike halted an ice cream wagon to-day and took from it a four-gallon freezer full of cream. They offered money for the cream, but the driver of the wagon refused to accept it, saying he could not sell it. The soldiers say they ordered the cream several days ago, and the dealer promised to deliver it, but it did not come, probably because of the boycott. When the soldiers saw one of the company's wagons coming to-day they stopped it, took the cream, and offered to pay for it. The people in the neighborhood looked upon this as a great outrage, but the soldiers only laughed and treated it as a joke.

Notwithstanding the fact that big crowds were upon the streets to-day, there were no outbreaks of violence, and apparently very little attention was paid to the Big Consolidated cars, which ran on all lines on schedule time. On the south side and out Broadway to Newburg, the cars were run practically empty, but the east side lines, especially those running to the parks, were well patronized, though they carried fewer passengers by far than usual on fair Sundays.

Adjt. Gen. Axline, speaking of the fear of the people to ride on the cars in certain sections of the city at night, said to-day: "This state of affairs is likely to continue for several weeks or months unless a settlement is reached. The only way to put a stop to it is to declare martial law. That will require 4,000 or 5,000 soldiers, and every street will be patrolled. Everybody will be required to remain indoors after a certain hour, and all who are out after that time without a permit will be arrested. But martial law would put an end to the trouble effectually."

A number of ministers preached on the strike to-day. To-night at the First Methodist Episcopal Church the Rev. Louis Albert Banks took occasion to denounce the violence that had taken place, and condemned the proposed boycott as highwaymen's tactics. He was loudly applauded by the large congregation present, some of the people clapping their hands, and others pounding on the floor with canes. When the applause had subsided an aged member of the church went forward and delivered a short address indorsing what the minister had said. He then called upon all who indorsed the sentiment expressed to arise, and the whole congregation stood up and remained standing for some time.

ADOLPH L. LUETGERT'S BURIAL.

CHICAGO, July 30.—Thousands of persons attended to-day the funeral of Adolph L. Luetgert, the wife murderer, who died at the Joliet Penitentiary. Prominent in the group about the bier at the Northwest Turner Hall were Luetgert's three children near a floral pillow with the inscription: "Our Father's Words, 'I am innocent.'"

Lawrence Harmon, who was the counsel for Luetgert, delivered an address at the close of which he said: "He is dead, but his wife lives. I call upon Louisa Luetgert, the missing woman for whom he suffered, without ever uttering an unkind word regarding her, to come forth and remove the unmerited stain from the name of the father and her innocent children."

Chicago ex-Mayor in a Fight.

Special to The New York Times.

HANNIBAL, Mo., July 30.—Ex-Mayor Swift of Chicago, who is contractor at the Burlington shop buildings here, and his son, Charles, had an altercation with a number of railroad employes to-day. A regular mix-up followed, in which brickbats and knock-downs were frequent. No one was seriously injured. Mr. Swift objected to the manner of handling some fine brick, and this precipitated the difficulty.

COLUMBIA AND DEFENDER

The Big Yachts Will Meet Again on Wednesday and Friday.

COLUMBIA TRIES A NEW MAST

Took a Trial Spin Yesterday—Much Speculation in Bristol as to the Merits of the Boats.

Special to The New York Times.

NEWPORT, July 30.—Capt. Woodbury Kane of the Regatta Committee of the Newport Yacht Racing Association held a conference with C. Oliver Iselin on the Columbia to-day, and later the committee saw Mr. Duncan.

Dates for races between the Defender and the Columbia were decided upon for Wednesday and Friday next under the same conditions as the last race, when the Defender met with a mishap.

The Columbia went outside as far as Point Judith to-day with C. Oliver Iselin and a few friends on board. The new steel mast was tried as well as the rigging. The Columbia tacked and wore to, to give the spar and rigging a good test. The trial was satisfactory.

The tender St. Michael's, while towing the Defender out of Bristol Harbor Saturday, ran into the whiskers on the yacht's boom, which led to the report that the tender and the Defender had collided, and that the latter was damaged.

Special to The New York Times.

BRISTOL, July 30.—The past week has been a busy one at the boat shops where Columbia and Defender were being fitted for racing. There was as much activity about the boat shops as there has been at any time since the construction of Columbia was begun. All departments were being operated to their greatest capacity. Many small details of rig were changed on the Columbia. Where these changes were made it was done with the view of improving the racing machine to such an extent that every possible second of speed could be developed in the coming races. The next race between the yachts off Newport should be the means of developing every good point in both the boats, with favorable weather conditions.

There have been varied opinions in the past few weeks as to how much faster Columbia is than the Defender. Some accounts give it as four minutes on a thirty-mile course, while others give greater figures. All things considered, it is regarded in Bristol that the best points of both yachts have not really been brought out at any time since the Columbia was launched. The nearest approach to it was the race off Newport a week ago last Friday, when the Defender was obliged to withdraw after half an hour's racing, after breaking her mainsheet span. Her span is such now that it is strong enough to hold successfully two mainsails like that of the Defender's.

Her underbody is as clean and smooth as it can be without burnishing it. Her sails and running riggings are limbered up to such an extent as would give one reason to suppose that she will be in her best next week off Newport. Columbia, now that she has a changed rig in the shape of a new steel mast, which gives her more stiffness than she has shown, with a clear underbody and refitted sails, should show more speed than she has since she has been launched. The above-named improvements are all in the line of extra speed. With a later and more improved model there is no question about Columbia's leading Defender in the Newport races. Aside from this, Columbia has her hull below the waterline smoother than Defender's, offering less resistance to the water. There is no question about Defender's being handled by Capt. Rhodes and his crew to a high standard of efficiency. The crew of the Columbia recognize the importance of the work before them. They feel the criticism they have been getting of late, and express themselves to the effect that now that the sails and running rigging are not so stiff as they were formerly, they will demonstrate to the public that they are not as slow as some would have it, and are fit for the task before them.

Special Regatta at Newport Saturday.

Special to The New York Times.

NEWPORT, July 30.—Woodbury Kane, Ralph N. Ellis, and H. B. Duryea of the Regatta Committee of the Newport Yacht Racing Association have decided to have a special regatta on Saturday next for races between the two big single stickers, Navahoe and Vigilant, and between the sloops Syce and Kestrel, and a prize will probably be offered for a race between the thirty-footers. Should any big schooners turn up in the meanwhile willing to race the committee will offer a cup for that class next Saturday in addition.

NEW YORK YACHT CLUB'S RUN.

Circular Issued by S. Nicholson Kane Announcing the Details of the August Cruise.

S. Nicholson Kane, Chairman of the Regatta Committee of the New York Yacht Club, yesterday issued this circular announcing the details of the club's August cruise, the rendezvous being at New London, Conn., next Monday:

There will be the customary squadron runs from port to port, in cruising trim. Crossing the line will be regarded as an entry unless otherwise directed.

In each class there will be a prize for first, if two or more start, and a prize for second, if four or more start. (A yacht alone in her class will sail in the class next above. R. IV., Sec. 5.—Yachts alone in their respective classes, with the class next above not filled, will be bunched in a mixed class, R. II.)

The day before the squadron disbands the club will offer the "wind-up" cups, to be sailed for over a triangular course starting from Brenton's Reef Lightship and finishing off Castle Hill Light, open to yachts that have made any of the runs. In each class a prize for first, if two or more start. Cruising trim, except that the Columbia and Defender will sail in racing trim.

The Vice Commodore offers a cup for the schooner winning the greatest number of runs, all sailing as one class. The Rear Commodore offers a cup for single-masted vessels and yawls upon similar terms. The Commodore will offer a cup for 30-footers owned by members of the club, to be sailed for on the day of the "wind-up" cups.

When the Commodore has ordered the squadron under weigh the committee will establish the start lines, which, like the finishing lines, will be between a white flag on the committee boat and the points indicated below. New London to Gardiner's Bay.—No. 1. Letter B. From a mark east of Sarah's Ledge Buoy to and around a mark 3½ miles S. by W. ½ W. from Watch Hill Light, leaving it to starboard; to a mark 3½ miles S. S. W. from Plum Island Light; 30 miles. No. 2. Letter C. From a mark east of Sarah's Ledge Buoy to and around a mark 3¾ miles N. ¾ W. from Montauk Point, leaving it to starboard; to the finish mark, placed as for Course No. 1; 30 miles.

On each course Race Rock must be left to port. The marks will display a large club signal. N B.—The Commodore will state at the New London meeting that after the run has been made squadron will anchor at will, and that the flagship and yachts wishing to accompany her will proceed to anchorages off Shelter Island and Greenport. Gardiner's Bay to Newport.—From a mark 4 miles S. S. W. from Plum Island Light, to Brenton's Reef Lightship, leaving Point Judith Whistle Buoy to port; 43 miles. Newport to Vineyard Haven.—From Brenton's Reef Lightship to West Chop Buoy, (Red No. 2,) leaving Vineyard Sound Lightship on port hand; 37 miles. Vineyard Haven to Newport.—From West Chop Buoy to Brenton's Reef Lightship, leaving Vineyard Sound Lightship on starboard hand; 37 miles.

Owl and Gamecock Colors.—Will be rowed for at such port as the Commodore shall decide, under the management of the Fleet Captain. Entries: Gamecock, $10; Owl, $5; dinghies, $2; launches, $10. The club will add $5 an oar, and $10 for launches.

At Newport, on Aug. 14, a $1,000 cup for schooners and a $500 cup for single-masted vessels and yawls, offered by Capt. John Jacob Astor, New York Yacht Club, and open to yachts belonging to the club that have not hauled out to clean since the commencement of the cruise, will be sailed. The course will be either Club Course No. 4 or No. 5. The start will be off Brenton's Reef Lightship at 10:30 A. M. Entries, which must be in writing, will be received at clubhouse, New York, up to 12 M. Aug. 12, and at the Newport Station (No. 6) up to 8 A. M. Aug. 14. Capt. Astor reserves the privilege of inviting foreign yachts that may be in American waters to enter the race.

The side-wheel steamboat Warwick, (formerly Day Star,) has been chartered for this occasion. She will leave Commercial Wharf, Newport, at 9:45 A. M. Members can obtain tickets, $3 each, including lunch, but exclusive of wine, &c., and also extra ticket for their friends, at the same price, at the clubhouse, 67 Madison Avenue, up to Aug. 11, and from Capt. F. P. Sands at the Newport Station on or before the morning of the race.

KNICKERBOCKER YACHT CRUISE.

Boats Will Rendezvous at Sea Cliff Next Saturday.

The annual cruise of the Knickerbocker Yacht Club will commence next Saturday. The programme of the cruise is as follows:

Saturday, Aug. 5—Rendezvous at Sea Cliff.

Sunday, Aug. 6—Informal run to Black Rock.

Monday, Aug. 7—First squadron run, Black Rock to Thimble Islands.

Tuesday, Aug. 8—Remain at Thimble Islands. Dress ship, gig races, swimming matches, and general events. Fireworks in the evening.

Wednesday, Aug. 9—Second squadron run, Thimble Islands to New London.

Thursday, Aug. 10—Meeting of Captains on board the flagship immediately after colors, to decide on further runs.

Fleet Capt. Irving Sands announces that the Commodore will give three prizes to yachts making best runs from Thimble Islands to New London, the yachts being classed as follows:

Class A—Yachts over 43 feet and not over 70 feet, racing length.

Class B—Yachts over 30 feet and not over 43 feet, racing length.

Class C—All yachts 30 feet racing length and under.

In addition to these prizes the Vice Commodore has given a cup known as "the Newman Cup," which will be raced for under the following conditions: The owner winning the greatest number of squadron runs on any annual cruise to hold the cup for one year, and any owner winning the cup two years, not necessarily consecutively, to retain the cup.

Time allowances will be computed from the club tables.

Chartered for America's Cup Races.

The Seawanhaka-Corinthian Yacht Club has chartered the Fall River Line steamboat Rhode Island for the America's Cup races. Tickets which are sold only to members and their friends vary in price from $5 for a single ticket for one race to $18 for the series of five races. Staterooms are from $3 to $5 extra, and there is an extra charge for postponed races.

ON THE BASEBALL FIELD.

Brooklyn, Cincinnati, Washington, and Louisville Win—New York Beaten in the Ninth Inning.

How the Clubs Stand.

Club.	Won.	Lost.	P. C.
Brooklyn	60	27	.690
Boston	53	33	.616
Philadelphia	51	35	.593
Baltimore	50	35	.588
St. Louis	50	36	.581
Chicago	46	39	.541
Cincinnati	44	42	.512
Pittsburg	44	43	.506
Louisville	37	48	.435
New York	35	49	.417
Washington	33	57	.367
Cleveland	15	74	.169

Results of League Games Yesterday.

Brooklyn, 9; St. Louis, 5.
Cincinnati, 5; New York, 4.
Washington, 7; Chicago, 3.
Louisville, 9; Cleveland, 2.
Louisville, 16; Cleveland, 13.

Games To-day.

New York in Louisville.
Brooklyn in Cincinnati.
Baltimore in Pittsburg.
Philadelphia in Cleveland.
Washington in Chicago.
Boston in St. Louis.

Brooklyn, 9; St. Louis, 5.

ST. LOUIS, July 30.—Catcher O'Connor of the St. Louis team was injured by a foul tip in to-day's game, and as Criger is laid up for repairs, Blake had to don the mask. This broke up the team, and Brooklyn had little trouble in winning. Donlin's work at short was miserable. Attendance, 17,000. Score:

ST. LOUIS.	R	1B	PO	A	E	BROOKLYN.	R	1B	PO	A	E
Burkett, lf.	1	2	1	0	0	Jones, cf.	3	2	4	0	0
Childs, 2b.	1	2	2	4	0	Keeler, rf.	2	3	1	0	1
Heidrick, rf.	0	0	1	0	1	Kelley, lf.	0	3	3	1	0
Wallace, 3b.	0	0	1	4	0	Daly, 2b.	1	2	1	3	0
Dillon, ss.	1	b.0	1	5	0	Anderson, 1b.	0	0	9	0	0
Tebeau, 1b.	ss.	1	1	5	2	0	Dahlen, ss.	1	0	2	0	1
Blake, cf.	c.	0	2	0	3	0	Casey, 3b.	0	2	3	4	1
O'Connor, c.	0	0	1	1	0	Farrell, c.	1	2	8	2	0
Hemphill, cf.	0	1	3	0	1	Donovan, p.	1	1	0	2	0
Young, p.	1	2	0	2	1						
Total	5	9	27	12	7	Total	9	15	27	12	3

St. Louis	1	0	0	0	1	0	3	0	0—5
Brooklyn	0	1	1	0	2	0	2	2	1—9

Earned runs—St. Louis, 2; Brooklyn, 4. Three-base hits—Young, Jones, Keeler. Home run—Daly. Double play—Childs and Wallace. Bases on balls—Off Donovan, 3; off Young, 1. Passed ball—Blake. Struck out—By Donovan, 3; by Young, 2. Umpires—Messrs. O'Day and McGarr.

Cincinnati, 5; New York, 4.

CINCINNATI, July 30.—Pitcher Seymour of the New Yorks "went to pieces" in the ninth inning to-day, and allowed the Reds to win a game which they expected to lose. He allowed two hits, gave two bases on balls, and hit a batsman in this inning. Most of the hits made off Hahn were scattered. Attendance, 5,880. Score:

CINCINNATI.	R	1B	PO	A	E	NEW YORK.	R	1B	PO	A	E
McBride, cf.	0	0	5	1	1	Van H'n, cf.	1	1	4	0	0
Irwin, ss.	0	1	0	1	0	Gleason, 2b.	1	1	3	5	0
Miller, rf.	0	0	1	0	0	Grady, 3b.	0	1	1	3	2
Beckley, 1b.	1	1	5	0	0	Davis, ss.	0	0	1	3	0
Selbach, lf.	c.	0	0	5	0	0	O'Brien, lf.	1	1	3	1	0
McPhee, 2b.	1	1	1	1	0	Doyle, 1b.	1	2	9	2	0
Steinfeldt, 3b.	2	1	0	1	0	Tiernan, rf.	0	0	1	0	0
Peitz, c.	0	0	9	1	0	Warner, c.	0	2	3	0	0
Hahn, p.	0	0	0	1	0	Seymour, p.	0	2	0	2	1
†Wood	1	0	0	0	0						
Total	5	4	27	5	1	Total	4	10*	25	16	3

*One out when winning run was scored.
†Batted for Hahn.

Cincinnati	0	1	0	0	0	1	0	0	3	—5
New York	2	0	0	2	0	0	0	0	0	—4

Earned runs—New York, 2. Two-base hits—Beckley and Warner. Three-base hits—Doyle and Gleason. First base on balls—Seymour. Struck out—By Seymour, 2; Hahn, 5. Passed balls—Warner, 3. Umpires—Messrs. Connolly and Lynch.

Louisville Wins Two Games.

LOUISVILLE, July 30.—The Colonels took both games from Cleveland to-day. Cunningham pitched good ball in the first game, and the result was never in doubt. The second game was a slugging match, and the visitors made a great effort to overcome the Colonels' long lead. A sensational catch by Clarke was a feature in the second game. Attendance, 9,624. Score:

FIRST GAME.

Louisville	2	0	0	1	1	2	1	2	.	.	9
Cleveland	1	0	0	0	0	1	0	0	0	—2	

Base hits—Louisville, 11; Cleveland, 7. Errors—Louisville, 1; Cleveland, 3. Batteries—Louisville, Zimmer and Cunningham; Cleveland, Shreck and Knepper. Umpires—Messrs. Mannassau and Smith.

SECOND GAME.

Louisville	0	1	0	7	0	8	0	0	.	.	—16
Cleveland	0	0	0	0	2	0	0	1	0	1	—3

Base hits—Louisville, 13; Cleveland, 21. Errors—Louisville, 3; Cleveland, 6. Batteries—Louisville, Powers and Dowling, Brashear and Philippi; Cleveland, Sugden and Colliflower. Umpires—Messrs. Mannassau and Smith.

Washington, 7; Chicago, 3.

CHICAGO, July 30.—The "Senators" outplayed the "Orphans" at all stages of the game to-day, winning as they pleased. The clean fielding of the visitors and Freeman's hitting were the features. Score:

Washington	2	0	0	0	0	2	0	3	0	—7
Chicago	1	0	0	1	0	0	0	0	1	—3

Base hits—Washington, 9; Chicago, 7. Errors—Washington, 0; Chicago, 5. Batteries—Washington, Kittridge and McFarland; Chicago, Donahue and Garvin. Umpires—Messrs. Emslie and McDonald. Attendance, 4,000.

All Cubans Meet with Defeat.

The All Cuban Baseball team played a good game yesterday, meeting the West New Yorks at Weehawken before a large crowd. The visitors displayed fine work in the field, particularly E. Pratts at first base, Arcana at centre field, and Carrillo at short. They got their runs on bases on balls, errors, and three hits. They were not able to hit Vorhees. Rodriguez pitched well. Score by innings:

West New York	0	0	0	0	5	0	3	0	.	—8
All Cubans	2	3	0	0	0	0	0	0	0	—5

Base hits—West New Yorks, 8; All Cubans, 5. Batteries—Vorhees and O'Neil, Rodriguez and Quintero.

Other Games.

At Hazleton, Penn.—Wilkesbarre, 19; Lancaster, 9.

At Buffalo—Buffalo, 12; Milwaukee, 6.

At Newark—Newark, 6; Reading, 3.

At Providence—Providence, 16; Hartford, 5.

Head Caddies to Play Golf.

Special to The New York Times.

GREENWICH, Conn., July 30.—Joseph Doebel, head caddy at the Fairfield County Golf Club, will go to White Plains to-morrow and play the last half of a seventy-two-hole match on the Knollwood grounds, with Walter Paul, the head caddy of that club. Both are expert players and have been engaged in several matches heretofore. Doebel is two-up on Paul so far in this match.

BICYCLE RACES AT VAILSBURG.

Eddie Bald Easily Defeats Zimmerman in a Mile Race — An Exciting Handicap Finish.

Special to The New York Times.

NEWARK, July 30.—The friends of former bicycle champion Arthur A. Zimmerman gave him a rousing reception at the Vailsburg track this afternoon, when he met and was defeated by Eddie Bald in a mile match race for a thousand-dollar purse. The match was first scheduled for last Sunday, but had to be postponed on account of rain. Up to that time there had been considerable betting on the race, with Zimmerman favorite at odds of 9 to 10. Bald, who has failed to win a point in the National championships this season, was reported to be in poor form. During the past week, however, he has been training hard, and after his quarter-mile warming up even money was offered on him, with few takers.

Bald had the pole, with Zimmerman on the outside not a foot away. At the crack of the pistol both wabbled, each waiting for the other to take the lead. Zimmerman fell in behind Neville who was pacing the men, before they had gone 100 yards, and Bald tacked in behind him. The three rode like one at a fast clip, until Neville dropped out on the last lap of the three-quarters, when the men were supposed to fight the remainder out between themselves.

Zimmerman continued to lead, Bald hanging on doggedly. Suddenly, at the beginning of the last furlong, Bald shot into the lead, and when Zimmerman raised his eyes his opponent was going like the wind ten yards ahead of him. The "Jersey Skeeter" let out his celebrated "kangaroo" sprint for all it was worth, and though he succeeded in closing up some of the space, Bald crossed the tape an easy winner by about twelve feet.

Stevens, the Buffalo crack, challenged the winner, and placed a check for $500 in the hands of Manager Bachelder of the Vailsburg track, to bind the match.

The remainder of the card furnished by the New Jersey Racing Association was good. The most exciting finish was in the one-mile professional handicap. McFarland, thanks to the pacing of his partner, Freeman, overtook the long handicap men on the turn into the home stretch, but he was pocketed in such a manner that it was impossible for him to pick his way through to the front. All the riders came down to the line in a bunch. Eaton lasted longest, and won by a length. In the last six inches Stevens picked up his front wheel and shot it across the line, taking second money from Maya by the width of his tire. The summaries:

Quarter-Mile, Novice.—Won by John Burnett, Newark; C. Wassell, Newark, second; C. McLear, Newark, third. Time—0:35.

Half-Mile, Professional.—Won by Jay Eaton, Lorraine, N. J.; McFarland, second; H. B. Freeman, Portland, Ore., third; Iver Lawson, Chicago, fourth. Time—1:02 2-5.

One-Mile Match Race.—Won by E. C. Bald, Buffalo; Arthur A. Zimmerman, Manasquan, N. J., second. Time—2:13.

Half-Mile Handicap, Amateur.—Won by F. A. Munz, Kings County Wheelmen; Thomas Firth, Harrison, N. J., second; Walter Babb, Paterson, N. J., third. Time—0:59 3-5.

One-Mile Handicap, Professional.—Won by Jay Eaton, Lorraine, N. J., 40 yards; E. D. Stevens, Buffalo, 60 yards, second; Otto Maya, Rochester, 140 yards, third; William A. McGue, Berkeley Oval, N. Y., 160 yards, fourth. Time—2:02.

Two-Mile Tandem, Handicap, Amateur.—Won by W. A. Rutz and E. C. Hausman, New Haven, Conn., scratch; J. H. Hunter and A. W. Ross, Newark, 40 yards, second; G. C. Schreiber and J. H. Lake, New York City, 70 yards, third. Time—4:06.

CONEY ISLAND JOCKEY CLUB.

The Coney Island Jockey Club has announced for the Autumn meeting the following racing days and probable order of stakes:

First Day, Saturday, Aug. 26.—The Futurity, $45,000, for two-year-olds; Futurity course. The Fall Handicap, for three-year-olds and upward; six furlongs.

Second Day, Monday, Aug. 28.—The Autumn Maiden, for two-year-olds; five furlongs. The Flying Handicap, for three-year-olds; six furlongs.

Third Day, Tuesday, Aug. 29.—The Dolphin, for three-year-olds; one mile and a furlong. The Mineola Hurdle Race, for three-year-olds and upward; two miles, over eight hurdles.

Fourth Day, Wednesday, Aug. 30.—The Dash, for two-year-olds; five furlongs. The Ocean Handicap, for three-year-olds and upward; one mile.

Fifth Day, Thursday, Aug. 31.—The Partridge, for two-year-olds, six furlongs, on turf. The Reapers, for three-year-olds; one mile and three-sixteenths.

Sixth Day, Friday, Sept. 1.—The Sapphire, for two-year-olds; five and a half furlongs. The Turf Handicap, for three-year-olds and upward; one mile and a quarter on turf.

Seventh Day, Saturday, Sept. 2.—The Flatbush, for two-year-olds; seven furlongs. The Omnium Handicap, for three-year-olds and upward; one mile and a furlong.

Eighth Day, Monday, Sept. 4.—The Autumn, for two-year-olds; Futurity course. The Twin City Handicap, for three-year-olds and upward; one mile and a quarter. The Westbury Steeplechase, for three-year-olds and upward; long course.

Ninth Day, Tuesday, Sept. 5.—The Flight, for two-year-olds and upward; seven furlongs.

Tenth Day, Wednesday, Sept. 6.—The Belles, for fillies two years old; Futurity course. The Russet Handicap, for three-year-olds and upward; one mile and a half on turf.

Eleventh Day, Thursday, Sept. 7.—The Golden Rod, for two-year-olds; six and a half furlongs on turf. The September, for three-year-olds; one mile and three-eighths.

Twelfth Day, Friday, Sept. 8.—

Thirteenth Day, Saturday, Sept. 9.—The Great Eastern Handicap, for two-year-olds; Futurity course. The Autumn Cup, for three-year-olds and upward; two miles.

To-day's Card at Brighton Beach.

FIRST RACE.—For maiden fillies two years old. Five furlongs.

	Pounds.		Pounds.
Water Bottle	105	Kamara	105
Lady Uncas	105	Blenca	105
Beautiful	105	Summer Girl	105
Lady of the Vale	105	Jugglery	105
Timely	105	Two Hearts	105
High Gala	105	Pompadoura	105
Betsey Jane II	105	Merry Wanderer	100
Calea	105		

SECOND RACE.—Handicap for two-year-olds. Five and a half furlongs.

Stuart	126	Red Cross II	110
Plucky	118	Col. Rue	106
Ceylon	115	Cheesestraw	106
Standing	114	Modrine	104
Wax Taper	112		

THIRD RACE.—For three-year-olds and upward. Three-quarters of a mile.

Abuse	123	Hurricane	112
Box	123	Dr. Parker	112
Glorian	123	Judge Tarvin	112
Second Chance	120	Glengar	112
Donald Bain	112		

FOURTH RACE.—For three-year-olds and upward. One mile and forty yards.

Brahmin	106	Village Pride	101
Dr. Parker	106	Althea	101
Formero	106	Maid of Harlem	101
Tyran	106	Lindula	101
Klondyke	101		

FIFTH RACE.—The Islip Stakes, for three-year-olds and upward. One mile.

Firearm	113	Peep o' Day	111
Imp	111	King Barleycorn	104
Briar Sweet	111		

SIXTH RACE.—Handicap hurdle race. Two miles.

Premier	159	Handy C	130
Primate	149	The Lost Chord	130

FOR THE CRICKET CHAMPIONSHIP

The Knickerbocker Athletic Club has now virtually secured the cricket championship of New York, for its two teams—A and B—are tied for the lead, with a percentage which cannot be approached by any of the other clubs.

The contest for third place between Manhattan, Staten Island, and New York still promises to be interesting, and unless the Manhattans can pull themselves together they are likely to lose their lead. The New York team is now playing a better game than it has put up in years, its "out-cricket" especially showing a marked improvement. The following are the records:

METROPOLITAN LEAGUE.

	Played.	Won.	Lost.	Drawn.	P. C.
K. A. C., A.	7	5	1	1	.833
K. A. C., B.	7	5	1	1	.833
Manhattan	8	3	3	2	.500
Staten Island	5	3	3	0	.400
New York	6	2	4	0	.333
Newark	5	0	5	0	.000

NEW YORK CRICKET ASSOCIATION.

	Played.	Won.	Lost.	Drawn.	P. C.
Paterson, A.	6	5	0	1	1.000
Manhattan II.	5	2	1	2	.666
Kearny	7	3	2	2	.600
Brooklyn	9	4	2	3	.428
Kings County	9	2	5	2	.285
Paterson, B.	6	1	4	1	.200

In the contest for the Batsman's Cup thirty-five men who have played in at least two matches are in the double-figure list. H. C. Wright is first with 76.00, and C. P. Hurditch, M. R. Cobb, J. F. Curran, C. H. Clarke, and F. F. Kelly have all averages over 40. In bowling the best records are held by F. F. Kelly (8.20) and A. V. Clarke (8.61.)

Pennant for Paterson Cricketers.

Special to The New York Times.

PATERSON, N. J., July 30.—The Kings County Cricket Club of Brooklyn played the Paterson Cricket Club a game here yesterday for the championship of the New York Cricket Association, and by gaining a victory by 74 runs the home team practically secured the championship pennant. Mayor Hinchcliffe is one of the oldest and most enthusiastic members of the Paterson club, and rumors are current that when the pennant is presented a fitting celebration will take place. The totals of the game yesterday were: Paterson, 103; Kings County, 29.

LAWN TENNIS AT SOUTHAMPTON

Tournament on the Meadow Club Courts Marks the Revival of the Long Island Championships.

The lawn tennis tournament that opens to-morrow on the courts of the Meadow Club, Southampton, L. I., marks the revival of the former Long Island championships, that have lapsed for several years. This tournament was arranged by ex-Judge Henry E. Howland and his son John Howland, the old-time Yale player, immediately upon the receipt of the decision of the English players, Dr. Eaves, Doherty, and Mahoney, to abandon their proposed visit this year.

As the Englishmen's absence put all arrangements for the St. George's tournament at Hoboken at naught, the stars of the tennis courts were only too glad of the opportunity to gather on the Shinnecock courts and revive the old Long Island fixture. There appears to be every likelihood now that this will be permanent, and that next season the meeting will be held under the auspices of the National Lawn Tennis Association, as formerly.

The tournament this year becomes important because of the prominence of the players entered, and while every man of them has won and held championship titles, it actually takes on the character of a tournament between the veterans and the striplings in the sport.

The entry of the old-time National ex-champion, Henry W. Slocum, promises to be the greatest surprise of the season. Ollie Campbell, the three times champion in the early nineties, is also entered, and from the reports of his play this season will prove a strong contestant even in the Nationals at Newport, for which he is preparing. Others of the "old guard" who will participate are Howard Taylor, three times winner of the Long Island championship; Robert P. Huntington, Ford Huntington, Bob Wrenn, National ex-champion; W. A. Larned, and the famous Malcolm Chace. Larned is also credited with capturing the title three times in the Long Island tourneys.

Chief of the younger element is the National champion Malcolm D. Whitman, the tall Harvard player who has wrought some startling innovations in the stroke of the modern game. So far this season Whitman has not met with defeat. But this week he will have to reckon with W. A. Larned and Dwight Davis. This trio are regarded as the leaders among the American players today, and are the favorites for the honors. Davis is a Harvard man, and his cyclonic style is almost invincible. Another Harvard player, Holcomb Ward, will also strengthen the ranks of the youngsters. J. A. Allen, the Yale champion; Leo Ware, ex-champion of Canada; George Miles and Edwin P. Larned, the Orange Club experts; Alfred Codman of the Longwood Club, Boston, and Rupert King will complete the number.

The schedule of events as arranged will consist of men's scratch singles and doubles, but there is also an effort being made to include an event for the women, which will probably result in mixed doubles being added to the programme. First and second prizes will be awarded in each event, the cup for the singles being in the nature of a challenge trophy should the effort to make the tournament a regular fixture prove successful.

ON MORRISTOWN COURTS.

Tennis Tournament of the New Jersey and New York League.

The New Jersey and New York Tennis League will hold its first annual championship lawn tennis tournament in singles this week on the courts of the Morristown Field Club, Morristown, N. J., the play commencing to-morrow afternoon. Only members of clubs in the league are eligible for entry, and, although the lists do not close until to-night, there is already assured a large and strong gathering of players.

The rules of the National Association will govern all matches, which will be the best two in three sets, except in the final round, which will be the best three in five, advantage sets. There will be but one prize, the Challenge Cup, presented by Samuel H. and John T. Gillespie of the Morristown Field Club. All matches will be in charge of Referee Walter Griffiths.

The strongest entries from the different clubs in the league include: West Side Tennis Club—Hugh Tallant, H. E. Avery, and R. D. Thurber; Orange Lawn Tennis Club—Jay Bramhall and C. F. Watson, Jr.; Morristown Field Club—Buel McKeever, S. H. Gillespie, H. Mercer Walker, Edward Woodward, and J. T. Gillespie; Staten Island Cricket Club—Oscar M. Von Bernuth and J. D. Ogilby; Montclair Athletic Club—A. J. Hinck, O. H. Hinck, and R. M. Boyd, Jr.

European Tennis Championship.

There will be a new feature in the lawn tennis tournament at Homburg this year. Several sportsmen belonging to different nations have created a championship of Europe, and the prize will be a cup of the value of 50 guineas. This competition will take place for the first time in Homburg. Next year it will be transferred to Paris as one of the many attractions of the exposition. After this there is reason to presume that it will return to Homburg, and be fixed there as a permanent feature of the Homburg tournament.

THE COMMERCIAL WORLD

CASH PRICES FOR STAPLES.

Wheat, No. 2 red	.77⅞
Corn, No. 2 mixed	.37⅝
Oats, No. 2 mixed	.28
Flour, Minnesota patents	$3.85
Cotton, middling	.06⅛
Coffee, No. 7 Rio	.05¾
Sugar, granulated	.05½
Molasses, O. K., prime	.34
Beef, family	10.00
Beef hams	29.25
Tallow, prime	.04½
Pork, mess	9.75
Hogs, dressed, 160 lb	.06¼
Lard, prime	5.65
Iron, Northern No. 1 foundry	20.50
Butter, Western creamery	.18

CHICAGO, July 29.—Flour steady; patents, $3.45@$3.55; straights, $3@$3.25; clears, $2.80@$3.10; Spring specials, $4; hard patents, $3.50@$3.60; soft patents, $3.30@$3.40; straights, $3@$3.10; bakers', $2.40@$2.60; No. 3 Spring wheat, 69@70c; No. 2 red, 71¾c; No. 2 corn, 32@38c; No. 2 yellow, 32@32¼c; No. 2 oats, 20¾@21c; No. 2 white, 23¼c; No. 3 white, 22½@23½c; No. 2 rye, 52¾c; No. 1 flaxseed, 97½c; Northwestern, $1; prime timothy seed, $2.45; mess pork, per barrel, $8.10@$8.80; lard, per 100 lb, $5.25@$5.37½; short ribs, sides, (loose,) $5@$5.20; dry-salted shoulders, (boxed,) 5⅝@5¾c; short clear sides, (boxed,) $5.40@$5.45; whisky, distillers' finished goods, per gallon, $1.26; clover, contract grade, $6.50.

COTTON.—While the market for cotton futures was firmer, speculation was slack, with trading for the most part confined to operations between members of the Exchange; made chiefly for the purpose of evening up old accounts. Prices advanced 3@4 points on the opening call, and further improved 1@2 points. Sales of cotton goods in this country were of an encouraging volume. The market was finally dull, 1@3 points net higher.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
August	5.52	5.52	5.52	5.50@5.52
September	5.58	5.58	5.58	5.55@5.56
October	5.71	5.72	5.70	5.70@5.71
November	5.76	5.76	5.76	5.74@5.75
December	5.81	5.81	5.80	5.79@5.80
January	5.85	5.86	5.83	5.83@5.84
February	..	..	..	5.86@5.88
March	5.92	5.92	5.91	5.90@5.91
April	5.96	5.96	5.96	5.94@5.96
May	5.99	6.00	5.99	5.98@5.99
June	..	..	..	6.01@6.03

FUTURES.

NEW YORK PRICES.

Wheat—	Open.	High.	Low.	Close.
July	76¾	76¾	76	76¾
September	76½	76½	75 15-16	76¼
December	78 11-16	78⅝	78¼	78½
Corn—				
July	36¾	36¾	36¾	36¾
September	36⅝	36⅝	36⅝	36⅝
December	36¼	36¼	35⅞	35⅞

CHICAGO PRICES.

Wheat—	Open.	High.	Low.	Close.
September	71⅝	71¾	70 13-16	70¾
December	73¼	73⅝	72⅜	72⅝
May	76	76	75¾	75¾
Corn—				
September	31⅝	31⅝	31¼	31⅜
December	30	30	29½	29⅝
May	31¼	31¼	30¾	30¾
Oats—				
September	19⅜	19⅜	19¼	19¼
December	19 13-16	19 13-16	19⅝	19⅝
May	21⅝	21⅝	21½	21½

BREADSTUFFS.—WHEAT—The wheat market made response on

The New York Times.

"All the News That's Fit to Print."

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THE WORK AT THE HAGUE.

There is a tone of cynicism in the references of most of the German papers to the work of the conference at The Hague, though it is to be noted that the more dignified and intelligent among them do not adopt this tone. With those that do the wish is father to the thought. The military spirit that they show is precisely that which the conference opposed, and, in spite of all that can be said, has distinctly weakened.

The fact that sixteen nations, including the most powerful and the most advanced in Europe, have become signatories of the arbitration convention really changes the situation as to war and peace radically. It makes war more difficult and improbable, and it makes peace more easy and certain. It creates obstacles in the way of the former and safeguards for the latter. It raises in the mind of the world a presumption that did not exist in favor of peace. It is a formal and general declaration that the nation that enters on the path of war without having exhausted the means provided for avoiding it must expect the condemnation of the opinion of civilized mankind.

It will be said that no nation is obliged to regard this opinion. That is true. It is equally true that this opinion is all that has secured every change for the better in the relations of nations. It is open to any Government to-day to violate any of the essential principles of what is called international law, if it choose to do so. There is no court before which it could be arraigned, there is no machinery of punishment that could be set in motion against it. Other Governments might, indeed, join in defending its victim, but there is no legal obligation on any one of them to do so. Yet it is simply incredible that any Government would in war bombard a defenseless and unfortified city, or kill prisoners, or turn troops loose for rapine and outrage, as was done with impunity only little more than a century ago. Nor is this the only evidence of the power of opinion. Every one of the changes for the better that have been adopted was originally suggested by mere writers, with no authority but the respect their motives and their reasoning inspired, and often without official station or even actual experience in diplomacy.

The opinion of mankind that has thus advanced in humanity and wisdom and has carried with it the practice of Governments, is now for the first time formally and solemnly declared in favor of arbitration, and a practical and permanent provision, always available, is made for a resort to arbitration. It is an immense gain, and we have the right to look for solid and valuable results from it as time passes. It is a reasonable hope that the meeting of the conference at The Hague will in the future be regarded as one of the noblest landmarks in the history of the race.

A PAGE OF PORTRAITS.

The current Harper's Weekly has an amazing page which it behooves all Americans to ponder. It is a page containing a little text, which is neither here nor there, and which we admit we have not read. But mainly it is a page of portraiture, of illustration. The portraits are those of the leading members, meaning the most conspicuous members, of the Democratic National Committee. We should not like to say that these pictures have been selected with a sardonic or satirical intention. Of course, the hypothesis of such a selection is more or less tenable. Before the art of "processing" attained its present perfection, and while the art of engraving had still something to do with contemporary periodical literature, there may have been some reason to believe that satire tampered with "the block" in illustrated periodicals and elongated the ears or abbreviated the noses of hostile politicians. At present and with "process" there can be no question of this kind. These people appear absolutely as nature and the camera combined to represent them.

And we really entreat the attention of our readers to their physiognomies, in the representation of which the most that can be done by editorial malice must be done in the way of selection. We cannot even detect any evidence of this kind of malice. BRYAN, of course; BURKE of Illinois, TARVIN of Kentucky, HOGG of Texas, GAHAN of Illinois, WATSON of Illinois, ALTGELD of Illinois, CARTER HARRISON of Illinois, (there really does seem to be an abnormal concentration of interest upon Illinois,) TILLMAN of South Carolina, STONE of Missouri, GEORGE FRED WILLIAMS of Massachusetts. Without doubt these are representative and conspicuous members of the Democratic National Committee, always excepting the preponderance of Illinoisans.

It is a curious panorama. We do not mean to be more personal than we have to be, but, after all, there is a good deal of force in the old saying that "after forty a man makes his own face." These faces afford matter, we will not say for apprehension and alarm, but at all events for most serious consideration, when it is considered that these are the men who aspire to sway the destinies of this country, that these are the leaders of what they would call in the British Islands "her Majesty's Opposition," that these men offer the only alternative to a continuation of the rule of MCKINLEY.

That rule, as our readers know, we consider to be very much mixed, partly good and partly bad, with the good undoubtedly preponderating in intention, and upon the whole the bad not preponderating in practice. A like page of the President and his advisers and confidants could not be made up by the most malicious editor so as to inspire in the minds of sober men an equal distrust. We have promised to be as impersonal as the subject would permit, but when we radiate from the central countenance of BRYAN, and go to the bordering statesmen, we are obliged to say that distrust in these people naturally results from the contemplation. The "rounder" and the fanatic are about equally in evidence. There is ex-Gov. STONE of Missouri, for example, whose countenance is undoubtedly that of the fanatic who might have been a leading member of the Rump Parliament or of the Jacobin Club, and whom several thousands of New Yorkers experienced on that awful night when BRYAN spoke in Madison Square Garden, and when the ex-Governor of Missouri insisted upon boring, with general considerations, a huge audience that had assembled to be entertained by the magnetic BRYAN, little dreaming that the magnetic man would turn out to be as great a bore as the theorist. When they discovered it, after having vainly endeavored to choke off STONE by calls for BRYAN, and after BRYAN had been striking for some fifteen minutes what we may call his statesmanlike gait a humorous auditor suggested to his neighbor, "Why not call for STONE?"

Really these countenances deserve public consideration. We except the countenance of Mr. GEORGE FRED WILLIAMS, although singular injustice has been done to it by the photographer, because the friends of Mr. WILLIAMS have for a long time been inquiring "what he was going to do in that galley" without receiving any satisfactory response. Quite possibly Mr. WILLIAMS does not himself know. "CORNEEL," observed the late Commodore VANDERBILT, speaking of one of his sons, as was duly sworn to in court, "CORNEEL is a smart fellow, but he's got a cog out." But assuredly the page of photographs that our esteemed contemporary has been publishing as those of the men who aspire to sway the destinies of this Republic ought to be hung up where it can be frequently consulted by the voting public between now and the time when we are called upon to choose whether we shall intrust ourselves to the guidance of these philosophers and friends rather than to intrust ourselves to the present Administrative "outfit," the present outfit, be it always observed, not now including the recently retired Secretary of War.

SHOW THE BOOKS.

Nearly all the criticism of the new bankrupt law is directed to its failure to secure accountability for fraudulent or dishonest acts on the part of debtors.

In the recent discussion before the Commercial Law League, one point of this character was brought out by Mr. HUGO KANZLER of this city. He suggested an amendment by which the books of an applicant for release under the law could be called for by the Court in order that the Court can refuse a discharge unless the assets of the insolvent are satisfactorily accounted for. This is a provision that will commend itself to all honest debtors or creditors. It is of the very essence of equity. It must be remembered that the prime object of the Bankruptcy act is to relieve honest debtors of obligations that they are unable to meet, and to enable them to resume business and become self-sustaining and productive members of the community. It is obviously imperative that the debtors shall be both honest and really unable to meet their obligations. It is no benefit to the community to set dishonest men free to resume a career of dishonesty. That involves a double mischief, the escape of dishonest men from the consequence of their own wrongdoing and actual aid in continuing their evil course with profit at the expense of others.

The dictate of justice and of the law alike is that all debts shall be paid. If the law steps in to relieve a man from that primary obligation, it must see to it that there is sound reason for doing so. The man who seeks such an extraordinary favor from the law must come before its tribunals with clean hands, and it is the clear duty of the legislator to make sure that he does so. The first condition imposed upon him should be that he show how his debts were contracted, how his business was conducted, how his property or that of his creditors was disposed of, in a word, that he prove that he has acted honestly throughout. In every way the burden of proof is rightly on him, the presumptions are all in favor of those to whom he has obligated himself.

A sound bankrupt law should be as much a hindrance to dishonesty as an aid in honest misfortune. If it be not, it is sure to do more harm than good.

THE DREYFUS DRAMA.

A long time ago LA FONTAINE wrote: "Les Français sont les comédiens du bon Dieu." French character has not greatly changed since. Had the conspiracy against DREYFUS been conducted with no regard for dramatic possibilities, the case would hardly have been heard of outside of France. Whether ESTERHAZY would have been convicted, we are not prepared to say. DREYFUS, however, would certainly have never seen the Ile du Diable. The dramatic element in the mental make-up of the Frenchman has its advantages—for the innocent man in the long run. The play must run its course. Fortunately, the Dreyfus drama will be completed during the victim's life. It was not so with JEAN CALAS or with PIERRE VAUX. Their rehabilitation came after death.

The most ambitious actor in the drama before us is undoubtedly Col. le Marquis DU PATY DE CLAM. It was he who arranged the arrest of DREYFUS, producing a scene that would have done credit to the Porte St. Martin. It was he who would have arranged the prisoner's cell in Cherche Midi with mirrors and a glaring lamp, had but the honest, unimaginative FORZINETTI permitted such stagecraft. It was he who invented the "veiled lady" and made mysterious appointments with ESTERHAZY, where he appeared disguised in spectacles and a false beard. In fact, as EMILE ZOLA wrote in his famous letter "J'accuse," this "ill-omened person conducted everything. * * * His hand betrays him by his absurd methods."

Even the traitor ESTERHAZY, tired of waiting for his cue from the General Staff, cannot refrain from a little side acting on his own part. On Oct. 16, 1897, he rushes in upon SCHWARZKOPPEN with a drawn revolver and bids the German Military Attaché go to Mme. DREYFUS and tell her that her husband is guilty. The phlegmatic Teuton does not appreciate the part thus thrust upon him and kicks the traitor down stairs.

And so it goes on; every situation is carefully planned; every incident is elaborately acted out with a keen sense of its dramatic possibilities. Nor can the defenders of DREYFUS be said to be wanting in histrionic appreciation. But there is a difference. It is the difference between the imitation and the real thing. The rôles played by EMILE ZOLA and his friends are not open to ridicule. What could be more dramatic than his terrible denunciation of the conspirators in the columns of L'Aurore? What more dramatic scene can be imagined than that presented in the tribunal of the Correctional Police, when GEORGES PICQUART, about to be taken to the military prison of Cherche Midi, stood up and said: "I would have the people know, if there be found in my cell the rope of LEMERCIER-PICARD or the razor of HENRY, that I have been assassinated. I am not the sort of man to commit suicide."

In what other way could PICQUART have revealed the peril of his position? ZOLA's burning words demanded the rectification of a monstrous judicial error. PICQUART sought to fortify himself against his enemies. Both have been successful. No one can say that more literal phrases uttered in more commonplace surroundings would have won their cause.

Evidently the French nature is imbued with the histrionic spirit. It is a part of the Frenchman's life. On the surface it seems strained and unnatural to us. But it is only when the motive of the actor is unrighteous that his rôle appears really ridiculous. Let his motive be pure and high and his part, fantastic though it be, cannot fail to appeal to honest sensibilities.

"AMPELOPSIS TRICUSPIDATA."

The introduction of the Japanese ivy into this country was undoubtedly a boon. Like the country from which it comes, it is a wonderfully quick grower, and in American cities it has wrought great changes. In the rural regions it has not supplanted the native plant known to botanists as ampelopsis quinquefolia, and to plain people as Virginia creeper, over which the chief advantage of the imported article is its amazing rapidity. That increasing number of our fellow-citizens, mainly women and children, who make a point of getting out of town before the middle of June and of not returning before the middle of September, do not know what a transformation is wrought during their absence in the Summer aspect of the city. In many residential streets the house fronts disappear entirely behind a wall of green.

This is quite as it should be. The hiding of the New York brownstone front is undoubtedly a public benefaction, and if the Japanese ivy could be induced also to overgrow the sheet-metal cornices which surmount the brownstone fronts, that would be all the better. This is a public service which ampelopsis has not thus far shown itself capable of performing. But we ought to be grateful to it for concealing so much as it does conceal of the brownstone fronts. Its lustrous green goes very well indeed with the chocolate of the stone, and when it partly conceals and partly reveals the architectural "features" of the front, the spectator is at liberty to imagine them a good deal better than they are. Besides, the waving curtain of foliage is in itself an extremely grateful object, especially when the breeze strikes it and ruffles its surface into waves with crests of emerald light and hollows of opaque shadow.

But nevertheless ampelopsis has its abuses as well as its uses, and its abuses are coming to be as much in evidence as its uses. As a screen for bad architecture we have said that it leaves nothing to be desired, nor as an ornament to dead walls which have no architectural pretensions. One of the luckiest instances of its employment is on the old reservoir at Forty-second Street, now doomed to demolition. The slope of rough masonry is not only effectively embanked and embowered, but the big Egyptian moldings that crown the wall are indicated, and almost emphasized, even while they are concealed. The architects of the Public Library will be very fortunate if they put in its stead anything so welcome to a sensitive passer-by as the aspect which the ivy-grown wall they are about to tear down presents at the end of this current month of July.

But other employments of ampelopsis are by no means all so lucky. Churches as well as houses in Fifth and Madison Avenues betray a belief that the vine cannot be overgrown, and it is used not merely and properly to emphasize the architecture, but also to hide it. And this is a misfortune when the architecture is good. There is one slim spire in Upper Madison Avenue which is, so to speak, architecturally draped and with an excellent result. But the pretty little church at Sixty-sixth Street and that avenue is smothered, and needs a good deal of cutting out of the greenery to produce the best results. But perhaps the most injurious application of the plant is at Forty-third Street and Fifth Avenue, at the rear of the Temple Emanu-El. The temple, as we all know, is one of the prettiest things in New York, and perhaps the prettiest thing about it, excepting the picturesque front on the avenue, is the porch at the rear, with its admirable proportions and its graceful and delicate Moorish detail. Now, it is just this detail that the ampelopsis is being instigated to overrun, although there are expanses of rough wall alongside where ampelopsis would be entirely in order. Decidedly the growers of Japanese ivy on buildings of architectural interest ought to take architectural advice before they begin to overgrow these edifices.

Mr. GEORGE MCANENY, the Secretary of the National Civil Service Reform League, has made a rejoinder to the recent letter of Secretary GAGE. He traverses in detail Mr. GAGE's allegations of error, and, in our judgment, effectively. Of course, there can be, on the part of the league or its Secretary, no partisan or personal motive to discredit a high officer of the Government; but it is exceedingly desirable that the truth shall be made clear as to the way in which the law is observed or evaded; that is the only possible method of securing fidelity. It is clear, from an impartial review of the facts, that Mr. GAGE has been misled and ill-advised as to the course of affairs in his own department. He cannot be expected to know all its business in detail, but this discussion ought, it would seem, to show to him that some of the subordinates on whom he relies are serving him very poorly. If his means of information were more trustworthy, we are convinced that his zeal for practical and efficient application of the merit principle would find an ample field for work.

TOPICS OF THE TIMES.

—A very handsome pamphlet, issued by "the Committee on Stencilling" of the National Piano Manufacturers' Association of America, calls renewed attention to a form of commercial dishonesty from which both the public and the reputable manufacturers and dealers have suffered severely. A "stencilled piano," as understood in the trade, is one that bears some other name than that of its maker. All stencilling is deception, in a greater or less degree, but where the substituted name is that of a respectable and responsible dealer, no appreciable harm is done, and as the same thing, to the knowledge of all, is done with respect to numberless other articles of trade, there is little desire and less hope that the practice in its so-called legitimate phases will ever be abandoned. Indeed, when a bill was introduced in the last Legislature absolutely forbidding in this State any traffic whatever in stencilled pianos, the New York Piano Manufacturers' Association took prompt and effective action against it, and the bill never came to a vote. Still, the manufacturers are eager that something may be done to prevent or punish the gross frauds that this stencilling system makes easy of accomplishment, and it was with a view to discovering a method of separating the stencilling goats from the stencilling sheep that the National Association has placed itself on record as "approving of and fully in sympathy with the position taken by the committee, as opposed without reservation to any practice in marking pianos which does not clearly connect the name of the actual maker with the instrument itself." It is hard for outsiders to see why the Redington bill did not accomplish just this, but as it is impossible to doubt the sincerity and good intention of the association's members, one may safely assume that their objections to the bill were proper. The pamphlet under consideration suggests no remedy for the evils about which it complains so bitterly, its object being merely to induce intelligent discussion and so bring forward a definite plan of action on which the better men in the piano trade can unite against its pirates and thieves.

—A decision just rendered by the Pennsylvania Superior Court treats the question of what is and what is not "religious freedom" with a courage and clearness of understanding that might well be imitated by every Judge and juror before whom are brought cases in which ignorant fanaticism or unscrupulous greed demands toleration on the ground that the right to worship without interference is involved. Too often the mere raising of this claim and the utterance of a few pious phrases are enough to win entirely undeserved leniency, and the result is the continued practice of rites which at best are a method of exploiting the credulous, and at worst constitute a grave danger to public health and morals. The case decided in Pennsylvania was of no great consequence in itself, being merely that of a Salvation Army officer in Wilkesbarre who had persisted in beating a drum in the streets, though the Mayor of the city had explicitly refused to give him a permit. Judge ORLADY, by whom the decision was rendered, took occasion, however, to discuss the subject of religious liberty at considerable length, and every word he said is as sound sense as it is sound law. He asserted the entire groundlessness of the impression that "religious liberty includes the right to introduce and carry out every purpose which persons see fit to make a part of their religious system." Nobody can doubt that such an impression exists, though nobody dreams of being consistent enough to carry it to its logical conclusion and permit human sacrifice, or even polygamy, however sincere may be the conviction that they are matters of Divine sanction or command. It is only when some charlatan or fanatic preaches against the observance of sanitary precautions or the employment of doctors and surgeons that the unintelligent draw back in alarm from the suggestion of legal interference. The Wilkesbarre drummer, a comparatively harmless nuisance, posed as a martyr, but Judge ORLADY coldly pointed out that he was only a willful breaker of the law, and that his punishment raised not a religious question at all, but the much simpler one, whether the local ordinances forbade the use of the streets for purposes that interfered with the free passage through them of the ordinary traffic for which they are designed. To that there could be but one answer—an affirmation of the man's conviction of a misdemeanor.

—Nothing is more discouraging to the participant in a controversy than to have one's opponent admit that one is right in everything except his conclusion. "Alder," whose communication on the street-name problem we published Saturday, did just this unkind thing, and therefore did he worry us much more than did "F. A." and the others who denied the accuracy of our premises. For premises, be it noted, are mere matters of knowledge or observation, in which anybody may be mistaken without incurring much humiliation, but when the legitimacy of the use made of the premises is questioned, then it's different and very trying to the temper. New Yorkers should be considered before strangers in the placing of our signs, conceded "Alder," and New Yorkers on street cars before New Yorkers on the sidewalk. He also joined us in asserting that street-car passengers want to read the sign a block or two below the street where they want to get off, and that signs at right angles to the line of vision are most easily read. And after all that he favored the old system of arrangement! This only proves that the human mind is a mighty queer contrivance and that the possessor of one of them can't guess with any degree of accuracy as to the working of a mind in the possession of somebody else. But, by the way, "Alder," "F. A.," and all the other participants in this interesting discussion—including ourselves—might well be asking what it is accomplishing, whether Commissioner KEARNY or anybody else in authority is giving it the slightest attention. So far as we personally have been informed, they are paying no heed at all to us, replying neither to those who blame nor those who praise the innovation recently started. Possibly they scorn us all as meddlers in matters that, since we are not in office, do not concern us. That, too, would be a bit trying to the temper.

—A dog story, which we yearn to believe, but find it impossible not to regard with deep suspicion, is published by The Philadelphia Times as a special dispatch from Port Jervis. It is to the effect that one Mrs. ARTHUR BEAGLE—a disquietingly appropriate name in a dog story, to start with—went on Friday—unlucky day, that—to a field near Rood's Creek in search of berries, variety unnamed. With Mrs. BEAGLE, so the tale runs, went her ten-year-old child and a water spaniel. As the trio approached the creek—but we prefer to quote exactly in so important a matter: "Immediately on arriving in the lot the dog began acting queerly, and would brush against its little mistress as if to warn her not to proceed further. As the child kept on, the dog lay down in the path in front of her, and then it was discovered that the faithful brute was on top of a rattlesnake, which bit the animal in several places. Mrs. BEAGLE killed the reptile with a stone. The dog died an hour afterward." Now, that may be all right—except, of course, as to some of the English, and that doesn't count in a dog story—but somehow it strains the imagination a good deal. Far be it from us, however, to assert that nothing of the kind ever happened. Not all good dogs are wise, any more than all good humans, and it may be that this dog was marvelously good and still as much of a fool dog as the dispatch makes out. It's hard to conceive, though, of a spaniel that could call attention to a snake in no other way than by sitting down on it.

—People will await with interest the inevitable publication of the paper in which Capt. CHADWICK has answered Capt. MCCALLA's criticisms of the Merrimac scheme. According to report, the paper is a defense of the "feasibility" of sinking the vessel in Santiago channel, but it can hardly be that, since neither Capt. MCCALLA nor anybody else ever doubted that it could be done. Indeed, Lieut. HOBSON demonstrated most conclusively that there was nothing impossible, or even difficult, in taking the Merrimac in beyond the forts and scuttling her. He did it, which is the ultimate proof of feasibility, and the mere fact that he did not block the channel has no bearing on the contention which Capt. CHADWICK is said to have made. He must have viewed the incident from some other point of view, however, for he knows as well as anybody else that what the Nation is eager to learn is not that the Merrimac might have been so placed as to cork that famous bottle, but why, in the name of mysteries, the commander of the besieging fleet wanted the bottle corked. That has never been explained, and if the Captain can do it he will confer a lasting favor upon us all.

GENERAL NOTES.

Sunday street cars have been introduced in Ottawa, Canada, without the "carnival of dissipation" which the opponents of the innovation had predicted would ensue.

* * *

In compliance with a recent decision of the State Supreme Court, Gov. McSweeney of South Carolina has instructed the dispensary constables that they must no longer carry concealed weapons.

* * *

The New Hampshire Railroad Commission has ordered that all electric passenger cars run in that State during December, January, February, and March, shall be provided with vestibules. This does not apply where the cars make trips not exceeding fifteen minutes in schedule time.

* * *

The City of Winchester, Va., has received a gift of $30,000 from Charles Broadway Rouss, to be expended in the erection of a public building on the public square. Winchester was Mr. Rouss's birthplace, and in the past ten years he has given it over $100,000, including a waterworks system.

* * *

The good-roads movement is making progress in Illinois. A series of district conventions, each embracing several counties, will be held throughout the State in September, under the auspices of the State and Inter-State Good Roads Association. At each of these a sample road will be built by an expert engineer, road-making machinery shown, and addresses made.

* * *

Manufacturers in the Pittsburg district are complaining of a great scarcity of skilled labor. The shortage most marked is that of expert glass decorators, who are being advertised for all over the country, the manufacturers say, without results. The supply of this class of labor in this country seems to have been exhausted and the glassmakers say they will have to await the arrival of recruits from abroad.

SHAM REPUBLICS.

To the Editor of The New York Times:

It was with close attention that I read in this morning's issue of your paper your editorial "Sham Republics," and I must confess to a feeling of disappointment when I had finished, for, as a rule, your editorial remarks are logical and well-based. I have paid particular attention to your reasons for supporting the occupation and retention of the Philippines, and I was in hopes that at last you were going to advance something like a valid reason for our taking and retaining them, but once again was I doomed to disapointment. With your permission, I would like to submit a few observations on the general subject of your editorial. If I rightly apprehend the trend of your remarks in "Sham Republics," it is that it is for those who have the strength, the power to enforce their will, to decide whether or not the weaker shall or shall not have any say in their own governmental affairs; that, if the strong shall do what the strong never have done—admit the weak to a participation in the government—it shall be only and when the strong shall so decide, without regard to the weaker. This is merely the apotheosis of might.

You ridicule the Puritan Commonwealth of Cromwell's day. Might I suggest that you have overlooked the Constitution of that Commonwealth, as also the practical working thereof. The practical carrying out of that Constitution would have advanced the liberties of the world fully 300 years and would have saved rivers of blood and tears and untold agony, but might said otherwise, and you apotheosize might.

A republic "tempered by assassination" may be a contradiction in terms, but a citizen of a Republic where a Lincoln was assassinated by a partisan of a defeated political cause, and a Garfield by a disappointed spoils hunter, is hardly in a position to point the finger of scorn at a republic which has just lost its President through private vengeance.

The "leading man" in any South American republic may be, necessarily, a dictator, but an organ of public opinion in a Republic whose Supreme Court has asserted unlimited powers in its President in time of war (i. e., made him dictator) and where the legislature has within eighteen months voted $50,000,000 in a lump to be spent in the "National defense" as the President saw fit when we were not attacked and were in no danger of being attacked, and the legislature has also practically abdicated its functions into the hands of said President, thrust aside the Constitution, and groveled before the "leading man"—as long as army and navy commissions and contracts held out, at any rate—should be chary about picking motes out of the eyes of Spanish-American republics.

We are in Luzon and Cuba and Puerto Rico by "the right of the stronger," to quote from the fable of the Wolf and the Lamb, and by no other right. As a gloss, we say we are there "to preserve order" (while our syndicates and capitalists reap harvests sown in American blood and treasure, to paraphrase Gen. Funston)—and mobs are chasing negroes over the face of the land and lynching them when caught, and riotous strikers are terrorizing the home city of our "King Maker" Hanna—and to confer "the blessings of civilization" on people whom we neither know nor understand, but whose heritages we do covet "as fields for American enterprise." Just suppose that some nation whose "leading man" has not been assassinated these several centuries past (England, Austria, Prussia, now Germany) should assert that we are in need of having order preserved among us and should undertake the job of conferring the blessings of civilization, in the shape of Maxims up to date, upon us, and should be strong enough to put us down, would you not be the first to raise your voice in clamorous protest, and would you, oh, would you, refer to the lynchings of negroes and Italians the riots at Pana, Ill.; Wardner, Idaho; Cleveland, Ohio, as proofs of our ability "to preserve order," and to the practical extinction of the Indian as proof of our ability "to confer the blessings of civilization" on inferior races?

One other point: You assume that the peoples of Haiti, Puerto Rico, Cuba, and the Philippines are all of the same race and characteristics. You ought to know, and if you do not then modesty should be invited to a place in your sanctum, and if you do know then you presume on the ignorance of your readers, that the people of Haiti are mainly negroes, the Puertoriqueños are mainly white, the Cubanos ditto as late as the days of Weyler, and the Filipinos are Malays, and that the degree of civilization attained in any particular case is no measure of the degree attained in any other case; and you seem to make our test of civilization (creature comfort) the test of the civilization attained by these peoples: How do you know that they are not as comfortably situated in their way as you are in yours? What proofs have you that they cannot govern themselves satisfactorily to themselves? What right, save that of might, have we to say to them: "Not as you desire but as we will so shall you do"? How do you know that any of these islands—Cuba, Puerto Rico, and Luzon—will revert to the condition of Haiti? And, by the way, what is the condition of Haiti? You have said in that same editorial that you did not know! (* * * We do not * * * recall whether it is * * * a republic or an empire * * *.) Has any Spanish-American country ever reverted to that condition? Has not Spanish Haiti (Santo Domingo) gotten away from it? Have not all of the Spanish-American countries advanced from frequent to infrequent revolutions? Are you dealing fairly with your readers by such stuff as you are giving us relative to imperialism?

A SANE MAN.

New York, July 28, 1899.

AS IT MIGHT BE.

To the Editor of The New York Times:

The letter of Mr. Neal H. Ewing advocating an agreement to recognize the coming century as beginning Jan. 1, 1900, which appeared in your issue of July 22, is an excellent argument on the disputed point. His position may be strengthened, however, and made, it would seem, unanswerable. Mr. Ewing concedes too much in allowing that the 1901 advocates are right in claiming the twentieth century will not begin until that year, and asking them to consent to date the century from Jan. 1, 1900, as a concession to convenience, and in harmony with the figures. They are right only by their method of notation, which many expert authorities are agreed is inapplicable to an exact expression of the divisions of time; a contention which is confirmed by this difference of a year in computing the duration of our era.

The confusion as to the hour when the new century will begin arises wholly from the system of notation used. If cardinal notation is adopted the century will not begin until Jan. 1, 1901, since this is the year 1899, and the hundredth year will be required to complete the full cycle, but by the ordinal system this is the nineteen hundredth year, and the nineteenth century will end with it; in other words, it is 1,899 years and six months from the beginning of the Christian era. To close reasoners the ordinal seems the only exact notation for measuring time and space. The civil engineer adopts it. He measures from a given point; his first station is 0, his second is at the completion of the first 100 feet, which he calls Station No. 1, the 100 feet not being named until they are complete; therefore, Station No. 1900 is 1,900 feet from the place of beginning. It would be impractical and intolerable were it otherwise.

Time should be measured by the same method, though discrepancies in years are not so disastrous as they would be in metes and bounds. We do adopt it in very many and important instances. Notably, in calling the present the nineteenth century, and the next the twentieth. Many use it in naming the days of the month. We designate the life of our Nation in State papers by it, the present year, since the 4th of this month, being written thus: "A. D." (which may be as correctly rendered "from" as "of" the year of our Lord,) "1899, and of the independence of the United States the one hundred and twenty-fourth." And all men invariably use it in counting their age. The man born Jan. 1, 1900, would be a centenarian, full and complete, Jan. 1, 1900. The first year of life is not the year 1; it is not a year until it is finished, and should not be named until the end, as, comparably, the engineer names his first division only when it is complete.

Since we adopt this system in so many cases, why not do so in all? If we are agreed to consider Jan. 1 at the beginning of the first year—not the year 1—as the date of Christ's birth, then the Christian era will have comprised nineteen hundred full years Jan. 1, 1900, as likewise, if the Saviour were on earth to-day, He would number nineteen hundred full years of earth life at that date. Can there be any question as to this being the only exact method of noting the duration of the life of the era, as it surely is of the individual? It is well known, as Mr. E. says, that the first centuries were wholly suppositious divisions of time, the race on earth at that period not using our artificial dates as applied to them; then why not adopt a supposition and notation which will not require any concession from any one, nor the cutting off a year from the first century to reconcile divergent views, as Mr. E. suggests, but which will figure up absolutely accurately, and be definitively explicit in nomenclature as to what is meant, so that the date 1900 shall mean nineteen hundred years from the birth of our era, and not eighteen hundred and ninety-nine years from it?

The mistake made as to the real date of the beginning of the new century by the abacists, counting with blocks or balls, and the accountant measuring time as he does dollars—the one insisting that it takes 100 balls to make a hundred, and the next hundred begins with 101, the other reaching the same result with dollars and certificates of stock—is in using a notation that is only applicable to things, as a measure from a point of a division of time. The two systems have but an inexact relation to each other, and will always differ, when applied to measuring time and distance, by one unit of measurement, whether that unit be a year or a century, a chain or a mile; one cannot be proved by the other.

EDWARD ALDEN.

New York, July 24, 1899.

Something Wrong with the System.

To the Editor of The New York Times:

Although you are perfectly correct in your contention that the nineteenth century still has one year five months and seven days to live, still the twentieth century should begin on the first day of January, 1900. The paradox results from our illogical system of dating, and the proper remedy is to change the system, not to attempt the utterly impossible task of crowding a century into ninety-nine years, as suggested in a recent letter to you. The date 1899, as applied to this year, is inaccurate in either the second or the fourth digit. In order to represent both the current year and the current century the date should be written 1999; to represent both the past year and the past century, it should be written 1898. My own preference is for the latter form, for several reasons. To say that to-day is 1899—7—24 is about as logical as to say that the time is 2:30 P. M. because the second hour after noon is half gone. The first year of our era should not have been designated the year 1 but the year 0. In conclusion allow me to anticipate a criticism by stating that the conventional date of this letter proves not that I am inconsistent—but simply that I have sense enough to accept a condition which I cannot hope to alter.

GEORGE E. WEST.

Brooklyn, July 24, 1899.

Married Men Only Suitable.

To the Editor of The New York Times:

Riding last evening on a Lenox Avenue car, bound for New York's Coney Island, I witnessed what might have been a frightful accident, but was averted by my fellow-passenger. A lady with a baby in her arms and another child by the hand beckoned to the conductor to let her off at One Hundred and Sixteenth Street and the avenue. She landed safely on the ground, when away started the car, leaving her child behind, and then mother and child both commenced to give vent to heartrending screams, which gave the passengers the idea, revolting in its nature, that the child was under the car wheels. Had the conductor been a married man, and a father, he would have been to the lady's side assisting her to alight with her children, as often is the scene witnessed. Too much haste is displayed by these young conductors, who are busy chatting instead of minding their business.

A VICTIM.

New York, July 29, 1899.

Travelers on Street Cars.

To the Editor of The New York Times:

Permit me to suggest to "Justice" that if he had reported that disagreeable conductor and car-jerking gripman to the company's Superintendent or President, he would have received a courteous reply, and the men would have been justly punished, as it is a strict rule not to start with a jerk. If travelers on all lines of transportation would take or send in a nice manner their troubles and grievances direct to the officers, and not "air" the same in the public press, they would receive more satisfaction themselves, and indirectly do the public a "good turn."

WALTER B. BROWN.

New York, July 29, 1899.

NUGGETS.

True to the Soil.

McSwatter—He has everything at his fingers' ends, that professor.

McSwitters—Even real estate—Syracuse Herald.

The Real Currency Trouble.

Small bills are said to be scarce, but those "little bills" may be counted upon to come around as usual the first of the month.—Boston Transcript.

A Chicago Comparison.

She (musically inclined)—What is your opinion of Wagner's works?

He—Never saw them, but I don't suppose they are in it with Pullman's.—Chicago Daily News.

Willing to Pay.

Madam Newriche—I want a first-class passage to Dublin.

Agent—Yes, Ma'am.

Madam Newriche—And I insist upon having a smooth passage, no matter what the cost.—Boston Traveler.

THE TRUTH TRIUMPHED.

From The Denver Evening Post.

A silent man stood thinking in the cañon of the Platte,
His thoughts seemed almost wrecking his dollar-fifty hat,
His hands were oft uplifted in sort of pantomime,
As though his active thinker was working overtime.
Along the shore he wandered with slow and measured pace,
A maze of thoughtful wrinkles twined o'er his sun-tanned face,
For in his troubled bosom there was a vicious fight
As Wrong strove to deliver a knockout blow to Right.

All day with Job-like patience he'd cast his fly for trout,
But not a speckled beauty had let him yank it out,
And to his mind was clinging the boasts he'd made in town
Of what a string he'd show them ere yet the sun went down.
In his imagination he heard the laughing jeers
Of taunting, teasing townsmen vibrating in his ears,
And oft his glances wandered to ranch-boy sitting nigh
Who had a string of beauties he knew that he could buy.

He was an honored deacon in Hill of Zion Church,
And never did a falsehood his pious lips besmirch,
And never had the tempter got in its work so pat
As at that trying moment up on the dashing Platte.
"No one will ever know it," the tempter whispered low,
"Go buy the jay-boy's captures and take them home to show,
And all your friends and neighbors will stand with staring eyes
And laud you as a troutist up to the arching skies!"

But Right by skillful sparring got in a blow at Wrong,
And down the grand old cañon he fishless trudged along,
And unto all his townsmen was brave enough to say
He never got a nibble through all the heated day.
He told about the jay-boy who yanked the beauties out
While he sat right beside him and never caught a trout,
Nor offered he excuses, but freely did admit
That as a trouting expert he reckoned he was nit.

The people stared in wonder and thought he'd gone insane,
The minister embraced him again and yet again,
The grocer on the corner assured him o'er and o'er
His credit would be gilt-edged in future at his store.
He soon was nominated for justice of the peace
And beat the other fellow as slick as axle grease,
And oft he kneels in secret and thanks the Master that
He didn't make a purchase from that jay-boy on the Platte.

DREAD IN SANTO DOMINGO

Attack by Revolutionary Forces Momentarily Expected.

GOVERNMENT IS DEMORALIZED

First Assault Will Probably Be Made at Puerto Plata—Talk of Gomez for President.

PUERTO PLATA, July 30.—The situation of the Government of Santo Domingo is critical. An outbreak is momentarily expected. The friends of the Government are under arms and ready for action to protect property and preserve the peace. Gov. Pepin has assembled troops in Moca, and the Governor of La Vega Real has 1,000 men.

The burial of President Heureaux was conducted with fitting honors. A feeble attempt was made to seize the body by the assassins—Ramon Caceres, Manuel Caceres, Horacio Vazquez, and Domingo Pichardo—who are in the country about Moca with their followers. In Puerto Plata there is an urgent demand that the Government send a sufficient force to Moca to hunt down the assassins of the President.

The Minister of the Treasury has arrived at Moca in hot haste. The Government is taking steps for the protection of business and the finances of the country, and expects to carry out the contemplated cancellation of the State bank notes.

KINGSTON, Jamaica, July 30.—A private cable dispatch received here by way of Cape Haitien reports that the revolution in Santo Domingo is progressing favorably. The dispatch says that the real reason for the detention of President Heureaux's body at Santiago and its interment there was that the country between Santiago and Puerto Plata is occupied by the insurgents, who, abandoning their plan of occupying Moca as a base of operations, are concentrating to attack Puerto Plata, which is feebly garrisoned. Great excitement prevails, owing to the fact that the Government has not been able to ascertain the extent of the ramifications of the revolution and has become demoralized since the death of the President.

In the event of the evolution succeeding, it is said that Jiminez and Jitones, the reputed leaders of the revolution, will agree to retire, offering the Presidency to Gen. Maximo Gomez, who would prove acceptable to all parties. A deputation, it is reported, is going to Cuba to confer with Gomez

IN MEMORY OF BISMARCK.

German Papers Except the Socialist Organ, Issue Special Editions.

BERLIN, July 30.—Almost the whole German press issued memorial editions to-day, the occasion being the anniversary of the death of Prince Bismarck. The Vorwaerts, the Socialist organ, however, was silent.

THE TRANSVAAL MAY RESIST.

PRETORIA, July 30.—State Secretary F. W. Reitz, in the course of an interview today, said that if the inquiry proposed was to embrace all matters in dispute of late years between Great Britain and the Transvaal, including the convention of 1884, it might be acceptable, but if the franchise only was to be considered, the Volksraad had passed on that, and further consideration of the question was regarded as tantamount to legislating through a commission, thus depriving the country of its independence.

British Unity Delights Cape Town.

CAPE TOWN, July 30.—The newspapers here hail with delight the assurances of unanimity on the Transvaal question in the Imperial Parliament, which they consider a presaging an effective settlement of the crisis.

Hungarian Poet's Anniversary.

BUDAPEST, July 30.—Elaborate celebrations were held throughout the country today on the occasion of the fiftieth anniversary of the death of the National poet, Sandor Peterfi.

From London to Dieppe by Balloon.

LONDON, July 30.—Percival Spencer, the aeronaut, with a companion named Pollock, started in a balloon from the Crystal Palace at 2:30 o'clock yesterday afternoon and arrived near Dieppe, France, a mile and a half inland, at 8 o'clock last evening. The balloon reached an altitude of 12,000 feet. The trip was without incident.

Victoria's Vote for Federation.

MELBOURNE, July 30.—Practically the total result of the referendum to the Commonwealth of Victoria of the federation question is 151,352 votes for federation to 9,656 votes against.

Centenarian's Return to Ireland.

QUEENSTOWN, July 30.—Among the passengers on the Cunard Line steamer Umbria, which arrived here yesterday, was Alice McMahon, who, after a residence of 101 years in America, is on her way to Ireland to spend the remainder of her days.

Death of Albert Menier.

PARIS, July 30.—The death is announced here of Albert Menier from typhoid fever. He was a brother and business partner of Henry Menier, the chocolate manufacturer.

Spain to Tax Interest on Her Debt.

MADRID, July 30.—The Senate met today, and approved the tax on interest on the debt.

MAY BE BOARDING HOUSE THIEF.

The Brooklyn police believe they have captured a notorious boarding house thief in Henry S. Herbert, who was locked up yesterday for rifling a trunk in the boarding house of Mrs. Elizabeth Brooks at 125 Livingston Street. On Saturday Herbert applied to Mrs. Brooks for a room and board, and a room on the second floor was given to him. On the same floor lives Mrs. Anna Hale, who had occasion to come to Manhattan yesterday.

After leaving the house Mrs. Hale recalled the fact that she had left her keys lying on the mantel in her room, and resolved to return for them. Arriving at her room she found Herbert busily going through her trunk. Undaunted by the man's size, she pluckily seized him and screamed for help. After a short struggle Herbert broke away, leaving his hat in Mrs. Hale's clutches and ran down the stairs, she following closely at his heels.

John Brooks, the husband of the landlady, who was in the basement, heard the row and got to the first floor just as Herbert dashed out of the front door. Brooks gave chase and captured his man two blocks away. Detective O'Brien took Herbert to the Adams Street Police Station on Mrs. Hales's complaint, and then went back and searched the man's room. He found two satchels, one containing bricks, while in the other was a "jimmy" of the latest pattern, a woman's pocketbook, and a woman's gold watch in a case upon which was inscribed the name "Bertha."

Mrs. Catherine Knobell, who formerly kept a boarding house at 166 Clinton Street, visited the police station yesterday afternoon and identified Herbert as the man who hired a room from her in May, 1896, and later got away with $800 in money and jewelry belonging to her boarders. Complaints of such thievery have been coming to the police from the "Heights" district for two years, and they think that in Herbert they have the right man at last.

Lady Barristers in France.

From The London Mail.

PARIS, June 30.—In the Chamber to-night, on the motion of M. Viviani, a bill was carried, by 319 votes to 174, admitting properly qualified women to practice as advocates.

One of the opponents of the measure declared that young Frenchwomen desirous of making their way in the world should go to the Colonies, as their English sisters did, and thus bring about good colonization.

Another orator protested that the next thing would be that women would want to vote.

"We will go as far as that," cried some members of the Extreme Left. Thereupon a great uproar arose.

The result of the voting was loudly cheered.

IN FOREIGN LANDS.

ATTEMPTS TO DEFINE LESE MAJESTE IN GERMANY.—There is much discussion in the Imperial Diet of Germany just now as to the proper definition of lèse majesté. Those conservatives who believe that its definition should be very comprehensive have been much encouraged by a verdict just published in which the Imperial Court confirms the conviction by the lower court of a Socialist editor for lèse majesté contained in comments on a speech from the throne. The Supreme Court rejected the arguments advanced by the counsel for the defense that a speech from the throne is a Government act, and not a personal expression of opinion on the part of the Emperor. The Judges, however, regard the speech as a governmental act in which the Emperor may proclaim his personal opinion, and they condemn the accused for criticising passages of this description. Already in the Reichstag Count Ballestrem has attempted to formulate regulations excluding from debate all imperial proclamations save those that have been communicated to the Reichstag officially or have been published in the Imperial Gazette. Much to the consternation of the Government representatives, Count Ballestrem's regulations seem to legalize the discussion of a speech in which the Emperor announced the introduction of the so-called "Penal Servitude bill." In order to prevent future application of the rules in this sense the official report of the debate on this bill contained words ascribed to the President of the Reichstag which he never uttered. Count Ballestrem characterizes this interpolation as an unauthorized distortion of his ruling. His ruling, like the judgment of the Supreme Court above noted, is likely to be a subject of frequent debate in the next few months, in view of the evident determination of the Emperor to continue his personal advocacy of the measure for the protection of workmen willing to work. It is the consensus of opinion in Berlin that when the Reichstag reassembles one of the first demands on which the Liberal Parties and the Centre may be expected to insist will be an official investigation into the origin of the alleged forgeries in the report of the debate on the Penal Servitude bill.

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PRISONERS TORTURED IN HUNGARY TO MAKE THEM CONFESS.—The European press contains graphic stories sent by correspondents at Mocsa, near Komorn, Hungary, and from Vienna, concerning the tortures of three men and three women in order to make them confess a robbery that they had not committed. It seems that twelve persons were originally arrested by the Mocsa police, against whom there was not the slightest ground of suspicion. A man named Stephen Kovacs, on being examined, refused to confess. His hands were then chained to his feet, and he was thrashed on the soles of his feet and on his hands until the cane used was broken. Molnar, the Secretary of the Commune, who had administered the torture, then took a heavy walking-stick and struck Kovacs, while even the District Judge himself stamped upon and kicked the unfortunate man with his spurred boots. As the victim continued to declare his innocence, Molnar caused spirits to be poured into a tin plate and set on fire under the prisoner's naked feet; and, later on, he poured the burning liquid over them. At this point, having received a severe blow from the cane of the Judge, the wretch fainted. When he regained consciousness he confessed, saying that he had buried the stolen treasure under a certain tree. Of course, the money was not found, and the torturers returned to their task. One of the last acts of Molnar was to insert the blade of his pocketknife under the finger nails of the victim. The other prisoners were treated in a similar manner. In the meantime the real thief, Desidar Toth, the village smith, hearing of the infamous treatment of the prisoners, made a confession and returned the money. The Hungarian Government, on being informed of the affair, suspended the Judge and the Secretary for a month, and dismissed from office two other officials.

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THE SUDDEN REALIZATION OF BRITISH LANDED INTERESTS IN JAPAN.—As a consequence of the recent treaties by which Japan has placed herself upon the level with her most civilized rivals in commerce, the landed properties in the Island Empire held by foreigners become practically the possessions of the tenants. Up to this time such lands were held under so-called perpetual leases. Of the whole area of the foreign settlement of Yokohama, 51 per cent. is owned by British subjects. While the land represented is only 145 acres, it is a most valuable holding, for although it passed into the possession of the foreign tenants at an average price of £192 in the settlement and £66 on the hill, it is now worth £9,000 an acre in the settlement and £2,000 on the hill. The land in the neighborhood of the main thoroughfares of Yokohama is still more valuable. Front lots are worth £36,000 an acre and rear lots £20,000, representing an average rental of £1,470 an acre. Although in general the Japanese business premises are small and narrow, there is a tendency on the part of banks and similar institutions to build on a larger scale.

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LOSSES OF LIFE AND SHIPPING IN THE BRITISH MARINE.—According to an official return just laid on the table of the House of Commons, there was an appreciable diminution last year in the number of casualties in connection with vessels belonging to the United Kingdom. The total number of ships lost in 1897-8 was 419, with a tonnage of 142,099, these figures being lower by 89 as regards the number of ships and 35,470 as regards tonnage than in 1896-7; lower by 28 ships and by 70,129 as regards tonnage than for 1895-6, and lower by 181 vessels and by 67,468 in tons than the average for the last twenty-two years. The number of vessels lost was lower than in any of the previous twenty-one years except 1892-3, while the tonnage lost was lower than in any of those years. From one of the early tables given in the return, it is learned that, excluding her Majesty's ships, 13,207 vessels of all descriptions, representing a tonnage of 4,426,479, belonging to the United Kingdom, were totally lost in the twenty-two years ended with June, 1898. Thus, the average annual loss was 600 vessels, representing a tonnage of 209,567. Turning to the statistics showing the loss of life, it is shown that in the last twenty-two years there have been 6,124 wrecks and casualties to ships belonging to the United Kingdom, which were attended with a loss of 38,382 persons, of whom 32,854 were members of the crews and 5,528 were passengers, pilots, or other persons not named on the shipping articles. The average annual loss during the twenty-two years was 1,744 persons, while the loss in 1897-8 was 681 persons, of whom 629 were sailors and 52 were passengers. The number of seamen lost in 1897-8 was lower than in any of the previous twenty-one years, and the number of passengers lost was lower than in any of those years except five. Compared with the average for the twenty-two years, the figures show a decrease of 864 in the number of seamen and of 199 in the number of pasengers lost. Fifty-two lives were lost in 1897-8 from foreign vessels that met with casualties on or near the British coast, and nineteen by the wreck of the American steamer Idaho, on the Canadian shore of Lake Erie.

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THE DUM-DUM BULLET COMPARED WITH THE LEE-METFORD.—The British War Office has issued a return showing the effects of the Lee-Metford bullet in the recent fighting in India, and also the effects of the Dum-Dum bullet and the Martini-Henry bullet. Instances are given of the slight wounds made by the Lee-Metford bullet. A native of the Swat Valley was struck by three Lee-Metford bullets at the Malakand on April 3, 1895, in the thigh, lower back, and arm. Two days afterward the man walked to camp, had his wounds dressed, and walked away again. Another native struck by six bullets rapidly recovered. At Khar a native was struck by a Lee-Metford bullet in the head. The bullet passed through the head, penetrating the frontal lobe of the brain, but there was no serious result. Reports on the effect of the Dum-Dum bullet used in the fighting show that when it strikes a hard bone a severe wound is caused, but that otherwise the wound is no worse than when a Lee-Metford is used and less severe than a Martini-Henry wound. In a considerable portion of cases the Dum-Dum left the body unaltered in shape. In connection with the above return, it may be noted that experiments with a modification of the Dum-Dum bullet tried at Bisley the other day were far from successful. Particularly was the ammunition found defective in the heat of the day, and at a meeting held by the National Rifle Association it was decided to withdraw the new ammunition and to revert to the old type.

Carl Schurz is Improving.

Carl Schurz, who is ill at his home, 16 East Sixty-fourth Street, suffering from the effects of ptomaine poisoning, was reported to be considerably improved last night.

PEACE CONFERENCE WORK

London Papers Speak in Praise of What It Accomplished.

AMERICAN DELEGATES ACTIVE

Efforts of Mr. Holls in Connection with the Arbitration Plan Made Him Prominent.

LONDON, July 31.—The morning papers all devote space to the closing of the Peace Conference.

The Standard says: "It must be a source of pride to Russia to know that she carried with her, in agreeing to all the conventions, declarations, and resolutions, a majority of the nations represented. True, the minority, which makes important exceptions and reservations, includes such powers as Great Britain, the United States, Germany, Austria, Japan, and Italy. Still Russia can console herself with the support of France, Belgium, Bolivia, and Brazil, whose opinions on such topics as the laws of maritime warfare, the limitation of the calibre of naval ordnance, and the pattern of rifle bullets must carry weight, even if they conflict with the British Admiralty and the German War Office."

The Daily News says: "The chief work was, of course, the definite, unanimous assent of the assembled States to arbitration as a substitute for war. The Pope's letter, too, must have an excellent effect upon Roman Catholic countries, and Protestants will read it with feelings of high esteem for the sincerity of the aged Pontiff, who, in language worthy of his high station, acknowledges the duty of the Church to preserve the peace of the world."

William T. Stead says in The Daily News: "The American delegation has been one of the most useful elements in the parliament. If the old traditional policy of America had been construed with such severity as to forbid the presence of American delegates at the international gathering the world would have been the loser. Andrew D. White, the chief of the delegation, held himself much in the background, but did not spare effort privately to bring about a good understanding between the representatives of the powers.

"But the man of the American delegation who left much the deepest mark upon the conference and its work was the American lawyer Mr. Holls, Secretary of the delegation. Mr. Holls was comparatively unknown before the conference, but it had hardly come together before his energy and his determination compelled all his colleagues to feel that he was one of the strong men of the conference. Owing to his appointment on the Comité d'Examen he was able to play a much more conspicuous rôle than any other of the American delegation, and he made the very best use of this unique opportunity.

"Apart from the article introducing the special mediation, which bears his name, he was chiefly instrumental in introducing the principle of revision into the arbitration convention. In this he was ably seconded by Seth Low, whose exceptional abilities had, unfortunately, little opportunity for exercise. But, nevertheless, he impressed his colleagues very favorably.

"Capts. Mahan and Crozier made hosts of friends and stuck to their guns manfully, or, rather, one stuck to his asphyxiating shell and the other to his expanding bullet with a resolution of pertinacity which commanded the admiration even of those who opposed them."

The Hague correspondent of The Times credits the United States with signing all the conventions and declarations except the declaration concerning the interdiction of projectiles containing asphyxiating gases, and says: "The signatures of most, if not all, of the States which were withheld from the Arbitration Convention, will be obtained after the revised text has been duly examined."

ON PRACTICAL SOCIOLOGY.

Last Sunday Conference—Chief Speaker Routed by a Socialist.

The last Sunday conference on practical sociology to be held at the rooms of the Social Reform Club, 45 University Place, this Summer, took place there last night, and Lawrence Gronlund, the speaker of the evening, was well pelted with queries by members of the audience. He left before the meeting adjourned.

Mr. Gronlund began his address by taking up the recent conference of social reformers at Buffalo, and blamed them for consuming four days in discussing the Philippine question. He then attacked it himself, declaring: "No matter what the Declaration of Independence says, we must preserve order." Mr. Gronlund also advocated a system of Government banking, which would be of great help to the farmers, he thought. He said they much outnumbered the wageworkers. He also advocated obligatory arbitration.

"I don't know why we want any banks at all," remarked a critic who disparaged the Government banking scheme. "We don't need 'em. All we need is a medium of exchange for what we create. [Faint applause.] Three-quarters of the money supposed to be in circulation is in the possession of the trust companies now, kept on call for use in speculating in Wall Street."

Samuel Seabury, who is a single-taxer, made an address, in which he declared that Mr. Gronlund was neither a Socialist nor a single-taxer, but fell between the two schools. Enthusiastic stamping in the rear of the room greeted this statement.

Before Mr. Gronlund escaped, a Socialist in the front row arose and said: "Will you excuse me as a seeker for knowledge, Mr. Chairman, if I ask Mr. Gronlund a question?"

The Chairman smiled placidly, and Mr. Gronlund, who had been asked a great many questions during the evening, demanded, rather shortly, "Well, what is it?"

"You say," the questioner went on impressively, "that only 3,000,000 of our voters are wage workers."

"That was in 1890," corrected Mr. Gronlund, hastily.

"Oh! And you say the farmers outnumber them?"

"Do you know how many farmers there are?" demanded Mr Gronlund.

"No, I don't."

"Well, there are 7,000,000."

"Well, then," retorted the Socialist, waving an impressive fidget at the speaker of the evening, "are these 7,000,000 farmers employing farmers or are not at least 6,500,000 of 'em 'the man with the Hoe'?"

[Hearty applause in the rear.]

Mr. Gronlund stammered rather testily that the 7,000,000 people he referred to were engaged in agriculture, and the Socialist resumed his seat, with an air of profundity and the remark, "I'm sorry you dodge the question, Mr. Gronlund." Mr. Gronlund shoved his straw hat down on his head and went out.

Mr. King announced that the single taxers would have open-air meetings at Madison Square on Tuesday and Friday nights, and the Socialist Labor Party at the same place on Wednesday night.

ILLNESS OF MRS. PAYN.

Insurance Commissioner's Wife Bears the Voyage Home Satisfactorily.

Among the passengers who arrived on the steamship New York yesterday morning was Mrs. Louis F. Payn, wife of the State Insurance Commissioner, accompanied by her son, E. L. Payn and wife, Dr. A. B. Van Loon, her traveling physician, and two nurses.

Mrs. Payn went abroad in April, being then in ill-health. At Lucerne she became worse, and when she reached Paris she was very sick. Her husband joined her there, called a consultation of physicians, and also sent a cable to Dr. Van Loan to join the party. It was finally decided that Mrs. Payn had a disease of the pleura, and while she may improve a great deal, her age makes the attack more or less dangerous.

The New York was detained at Quarantine all night, and this was a great disappointment to Mrs. Payn, who expected to leave the ship Saturday night. Yesterday morning the party was met by Dr. Robert M. Daly of 132 East One Hundred and Ninety-eighth Street, and Mrs. Payn was driven in an invalid's carriage to the Holland House. Arrangements will be made to-day to convey her to her home at Chatham, N. Y.

Dr. Van Loon stated last night that Mrs. Payn was better after the voyage than was anticipated. She had shown great pluck and endurance all through. On Sunday she rested better than for several days, and now feels quite strong.

THE NEWS OF NEWPORT.

Special to The New York Times.

NEWPORT, July 30.—Miss Paulding, niece of Senator Chauncey M. Depew, gave a luncheon in the Pinary cottage this afternoon. The affair was one of the largest of the season, the guests being Miss Julia Dent Grant, Henry R. Taylor, Miss Daisy Pierson, Marquis de San Vito, Mr. Redmond, Miss French, Chauncey M. Depew, Jr., Miss Scott, Honore Palmer, Frank W. Andrews, Jr., Miss Clapp, Miss Goddard, Miss Daisy Post, J. B. Stokes, and Senator Chauncey M. Depew. The table decorations were pink hydrangeas, maidenhair fern, and gardenias.

The Casino was the scene of many brilliant dinners here this evening, and the concert was very largely attended. New electric illuminations were used. Dinners were given at the grillrooms by Mrs. Pembroke Jones, Mrs. Arthur T. Kemp, Mrs. Harley T. Procter, Mrs. George Von L. Meyer, Mrs. Henry Clews, William Woodward, and Mrs. Robert B. Carpenter.

Mrs. George B. Deforest gave two entertainments to-day—luncheon at the golf club and dinner at Gooseberry Island. Others entertaining this evening included Mrs. Edwin D. Morgan, Mrs. Edward Morrell, and E. L. Winthrop, who gave his first large dinner of the season.

W. K. Vanderbilt took a party to Narragansett Saturday, and attended the hop at the Casino. The guests included Mr. and Mrs. William E. Carter and those of Mr. Vanderbilt's party on the Valiant. This evening Mr. Vanderbilt entertained at dinner on the Valiant.

The steam yacht Electra has arrived from New York, after being dry docked there.

Mr. and Mrs. J. B. Harriman have arrived for a visit.

Charles M. Oelrichs has returned from New York.

The third paper chase of the season will take place at Jamestown to-morrow afternoon. Twenty young people will follow the fox, who will be G. P. Messervey.

Registers at the golf club include Reginald Tower, Chargé d'Affaires of the British Embassy; Chester Griswold, Goold Hoyt, J. Ellis Postlethwaite, Mrs. David King, Prince Cassimir Lubomirsky, A. Gordon Norrie, and A. E. O. Humphrey-Owen.

VANDERBILT PARTY'S TRAVELS.

Expected to Sail from Vancouver for Japan To-day.

GLACIER, B. C., July 30.—It is expected that Alfred Vanderbilt, son of Cornelius Vanderbilt, and his friends who are accompanying him on a trip around the world, will sail from Vancouver to-morrow by the steamer Empress of Japan.

The members of the party enjoyed the trip through the Rocky Mountains over the Canadian Pacific Railway. The travelers telegraphed ahead for game and fish, and as a result their private car was kept well stocked with edibles. When the travelers reached the Selkirk range of mountains today their train was sidetracked within twenty minutes' walk of the base of the great glacier. Mr. Vanderbilt and his friends were escorted by Swiss guides to the glacier. Mr. Vanderbilt and Douglass Cochrane permitted the guides to lower them into one of the minor crevasses with the aid of ropes. They descended 85 feet into the icy gorge and experienced a decided change of temperature.

Young Men Taking to Travel.

Special to The New York Times.

NEWPORT, July 30.—Word has been received here that Robert L. Gerry, who accompanied Alfred Vanderbilt and his party to Canada with the intention of leaving them there, continued West with his friends for the greater part of their journey across the continent. Mr. Gerry will visit Canada on a fishing trip before returning to Newport. Peter Goelet Gerry, his brother, is also absent from home, and is supposed to be in Canada fishing. His return is not expected for a month at least. The most popular amusement among the young men of the cottage colony seems to be making long journeys, and the members of the younger set are complaining of the scarcity of young men.

Mrs. Henry White Seeking Health.

LONDON, July 30.—Henry White, Secretary of the United States Embassy, and Mrs. White have gone to the Vosges Mountains for the benefit of Mrs. White's health.

Opera Singer to Marry a Count.

Count de Feo, an Italian nobleman, will marry Miss May Garlick, an opera singer, at the Church of the Heavenly Rest this afternoon. Miss Garlick met the Count in Paris some years ago while cultivating her voice there. The Count's father is said to be an Italian Senator and his mother a lady in waiting to the Queen. The bridal couple will sail on the American liner New York on Wednesday.

Weber and Fields at the Beach.

The Weber & Fields Company will commence its engagement at Manhattan Beach immediately at the conclusion of the present Jefferson De Angelis Opera Company engagement. It will present "Hurly Burly," "Catherine," "Pousse Café," and other of its burlesques and travesties. Weber, Fields, Cissie Loftus, Peter Dailey, and all the rest of the Broadway Music Hall favorites will go down to play at the beach.

PROPOSED BIG CATTLE RANCH.

John V. Farwell of Chicago, a Large Texas Land Owner, Is Interested.

CHICAGO, July 30.—John V. Farwell, who owns immense tracts of land on the Panhandle in Texas, verifies the report that he is interested in the proposed combination deal by which the promoters of the Consolidated Cattle Company expect to round up 600,000 head of cattle on the big ranches of Western Texas and Eastern New Mexico for breeding, fattening, and marketing.

Swift & Co., the Chicago packers, who some time ago were reported as having invested $300,000 in Texas cattle, are credited with preparing to invest $1,000,000 in a similar manner.

"Now that the free cattle ranges are a thing of the past in the Western States, cattle for market must be cared for on closed ranges," said Mr. Farwell. "Not only is there plenty of grass for the stock in Western Texas and Eastern New Mexico, but plenty of corn. Some of the finest beef cattle in the market now come from Texas."

The syndicate controls 3,100,000 acres of land in the Texas Panhandle, on which some 160,000 head of cattle feed at present. The other large ranches in Texas and New Mexico, which, it is claimed, are to be included in the combine, are: H. Haiff & Brother, 35,000 head of cattle; B. T. Ware & Co., 24,000 head; John T. McElroy, 15,000 head; J. M. Daughterty, 13,000 head; T. J. Martin, 7,000 head; W. E. Crowley & Co., 7,000 head; Deer Creek Pasture, 6,500 head; St. Louis Cattle Company, 14,500 head; A. J. & F. M. Long, 14,000 head; the Llano Cattle Company, 8,000 head; the Nave-McCord Cattle Company, 16,000 head; C. C. Slaughter, 60,000 head, and J. B. Slaughter, 15,000 head, all in Texas, and Scott & Roberts, 25,000 head of cattle, and Cowden Brothers, 17,000 head, New Mexico.

Dreyfus Case Precedents.

From The London Chronicle.

The Dreyfus drama naturally recalls similar tragic episodes in French history. The case of Count de Bellegarde affords some singularly striking points of resemblance. The Count was a Colonel of Artillery in the reign of Louis XV., and being an honest man he was determined to expose certain frauds upon the Government in connivance with contractors and Inspectors. The Director of the Arsenal implicated charged the Colonel with being a traitor, and as in the case of Dreyfus trumped-up charges secured a condemnation. The Count was degraded and sentenced to twenty years' imprisonment in a fortress. Like Dreyfus, he had a wife Lucie, who with indomitable faith and courage never ceased to labor for his release, and, like Dreyfus, after four years, when Marie Antoinette interested herself in the case, he was brought out of prison. Eventually the Count was fully vindicated and set free. May this, too, be the lot of Dreyfus!

But a precedent of a kind for the Dreyfus case may be found in English criminal annals. Few people will remember the shocking experience of a Mr. Barber, an English solicitor of the highest respectability, who was found guilty of forgery and sentenced to a long period of penal servitude in Van Diemen's Land. He was put to the most degrading labor, under a discipline of exceptional severity. Years rolled by, but at length a day arrived when he was summoned before the Governor to be informed that a man had confessed on his deathbed that he was guilty of the crime for which Barber was condemned, and that the Governor was directed to inform Barber that he was a free man. The case was brought before the House of Commons, which was so greatly moved that the unfortunate solicitor was granted a large sum of money.

WHAT PARIS TALKS ABOUT

Socialist Congress to be Held to Consider Party Policy.

EX-KING MILAN'S INTRIGUES

The Death of Baroness Nathaniel de Rothschild a Loss to Art—Hatred of Germany Dying.

Foreign Correspondence NEW YORK TIMES.

PARIS, July 21.—The most interesting outcome of the present political situation is the General Socialist Congress, to be held at an early date for the purpose of considering whether M. Millerand's acceptance of a Cabinet portfolio was treason to Socialism or not. M. Jules Guesde, who is, in a sense, the Nestor of Collectivism, says it is. He is backed up by twenty-five Deputies, who at his bidding have withdrawn from the Republican majority, so that the Government, when the Chamber meets again, will have, on paper at any rate, only a majority of one.

According to M. Jean Jaurès, the great orator of the Socialist Party, this apparent schism in the Socialist Party is only superficial, and will really have the effect of consolidating it more than ever. For years past the Socialists have suffered from the lack of periodical general congresses and a permanent committee competent to decide, as soon as they arose, questions as to the proper solution of which individual members of the party might hold different opinions. This congress must have sovereign powers, and its authority will have to be recognized by all. Had it been in existence M. Millerand would never have accepted his portfolio as Minister of Commerce without its consent, and there would have been no division in the party. There can be no doubt that the existence of a general congress, meeting periodically, would strengthen the Socialist Party very much, which is at present broken up into a number of little groups, whose raison d'être is not very clear, and whose squabbles are a source of great weakness.

M. Jaurès holds that Socialism could not refuse the appeal for help so pathetically made by M. Brisson to all the advanced groups to come to the assistance of the republic in danger. He admits that the class war between the proletariat and the bourgeoisie must never be abandoned until Collectivist theories have triumphed, but holds that a militarv domination would do more to retard this triumph than a temporary alliance with a bourgeois Cabinet headed by the Opportunist Waldeck-Rousseau, and including the "massacreur," Gen. de Galliffet.

Jaurès is a clever man, but he is principally a brilliant orator, and he has the weakness of the artist—he intoxicates himself with his own words, and to him all is gold that glitters. Guesde, on the other hand, is an austere theoretician, and has never accepted the least compromise. Even when he was starving in a garret in the Avenue Montsouris, no offers, however brilliant, could induce him to write even on the most uncontroversial economic questions in a bourgeois review. He and Jaurès are not a little jealous of each other; but the decision of the general congress can be easily foreseen. It will be of a nature to cover a possible retreat into the regions of pure theory, presided over by M. Jules Guesde, while accepting to the full the positive advantages of the present situation, with which the Socialists are at heart delighted.

ATTACK ON MILAN A "FAKE."

Public opinion has been a good deal amused here over the "fake" attempt to assassinate ex-King Milan of Servia at Belgrade, which that astute monarch evidently got up himself as an instrument of offence against the Radicals. Milan is hated here, and the French Government would gladly back up an intervention on the part of Russia in Servian affairs to secure his final expulsion from the country, which some ten years ago he promised to quit for ever.

In the meanwhile, Milan's intrigues are a very serious menace to European peace. His villainies rouse honest indignation in every country and call for intervention, but so jealous are the powers of one another that each is fearful of taking a preliminary step. M. Yves Guyot, one of the promoters of the League of the Rights of Man, which has done so much to help on the Dreyfus case to a rightful solution, uttered a characteristic phrase on the subject of Milan a couple of days ago. "Let the scoundrel beware," he said, "and remember the fate of Stambuloff, the Bulgarian tyrant, who was found one day murdered in grim earnest, and since those two cruel hands which had signed so many bloody executions." M. Yves Guyot is a Senator, and a former Prime Minister. His strongly expressed view is typical of what everybody thinks here, and foreshadows distant action on the part of the Legislature, which cannot fail to be fruitful of important political consequences.

The artistic world, even more than the financial world, was grieved to hear of the sudden death from apoplexy of the Baroness Nathaniel de Rothschild. This very old lady, sister of Baron Alphonse de Rothschild head of the French branch of the family, and first cousin of the English Lord Rothschild, lived in a vast mansion close to the British Embassy, whose magnificent gardens reach to the Champs Elysées. She extended ample but somewhat eccentric hospitality to a mixed crowd of geniuses, Jews and Gentiles, among whom the artistic element predominated.

She had been very beautiful in her youth, and was one of the most brilliant figures at the Court of Napoleon III., until her husband died, which was just before the disasters of 1870. Latterly she came to be of unwieldy bulk. She painted, and in early youth composed. As a watercolorist she showed real talent, and she was an admirable patron of art, taking special pleasure in the discovery of unrecognized genius. This latter trait in her character led her to make a very extensive collection of pictures by modern painters, some of which are of great value, and though purchased out of sentiment of pure generosity, will prove to have been a good financial speculation when they come to be sold. Others, on the contrary, must be included under the category of "croûtes."

THE KAISER MAY VISIT PARIS.

There has been wonderfully little said in the French press on the subject of Emperor William's meeting with the French cadets of the Iphigénie at Bergen, because, for one thing, the Dreyfus case has almost exhausted the French journalist's powers of vituperative abuse, and then, again, the hatred of France for Germany is becoming every day more patriotic. As not think that any Frenchman of the youngest generation has the least desire to go to war for the purpose of recovering Alsace and Lorraine. To-day we hear that French and German naval officers are to fraternize with one another at Geestemünde, and the most extravagant of the Chauvinist papers—the Presse—only finds two words—"What, again!"—to say about the incident, while the other papers ignore it altogether. Every day there is more and more likelihood that William's pet scheme of visiting the exposition next year will be fulfilled. The Czar is credited with the idea of calling together a congress of monarchs to be held in Paris during the exposition, and the Kaiser could hardly be absent from such an august gathering.

I recently paid a visit to the observatory of the well-known astronomer, M. Camille Flammarion, which is situated at Juvisy, and found the eminent man of science absorbed in a completely new study—the effects of different colored light on the growth of flowers. As the conclusions to which M. Flammarion's experiments have led have never been stated before, they may be of interest. He finds that flowers grow quickest when subjected exclusively to the red rays of the solar spectrum, and they do not grow at all under the influence of the blue rays, but seem to sleep, without perishing, however. Some curious results have also been obtained by the action of different spectral colors on flowers and leaves with respect to their form, size, and hue. In this way M. Flammarion has succeeded in growing a lilac plant which bears on the same branch petals varying in color from white to red, passing through all the various shades of red and violet.

The astronomer, not content with these discoveries, has tried the effect of different solar radiations on the development of insects and inferior animals. Silkworms, he finds, live more silk under the influence of the average ray than under that of the blue. Canary birds develop the most brilliant plumage, lay most eggs, and sing best under the red ray. M. Flammarion has erected special glass houses, with panes of different colors, for the study of these phenomena, and the results he has obtained would seem to give a renewed credit to that famous old "prison cure" which raised so much controversy a few years ago.

ROWLAND STRONG.

WANTED HERE FOR LARCENY.

Charles Ackron and William Wharton, Who Had $6,000 on Him, Arrested in Atlantic City.

Special to The New York Times.

ATLANTIC CITY, N. J., July 30.—Charles Ackron, proprietor of the Tivoli Garden, and William Wharton, alias Somers, alias Hall of New York, are held by the local police awaiting extradition to New York, charged with swindling. Wharton leased a bathhouse here in early Summer, conducting it together with Mrs. Wharton.

Detective McConville of New York last night found him at the bathhouse and arrested him. Wharton at first denied his identity, and called on a crowd on the board walk to rescue him. Several hundred persons surrounded them, and the prisoner would have escaped but for the timely arrival of several policemen. Ackron was found in another part of the city.

The men are charged with obtaining $850 worth of chairs from the Brooklyn Chair Company, for which bogus security is said to have been given. Wharton had $6,000 concealed about his person when captured, and offered $1,000 for an opportunity to use his fists upon the detective. To-day Mrs. Wharton visited her husband in jail and obtained $300 to pay her expenses back to New York.

A real estate agent lodged a complaint with the police to-night that Wharton had not paid the season's rent for his bathing house as yet.

It was said at Police Headquarters last night that Ackron and Wharton were arrested on bench warrants for grand larceny, issued by the Court of General Sessions last Friday. Nothing else was known about the case.

MAY BE KNOCK-OUT DROPS.

Bottle Found in the Possession of One of Three Prisoners.

Three men, on one of whom was found a bottle of alleged knock-out drops, were arrested at 153 Park Row at midnight last night, and after being exhibited to the incoming section of policemen on the station house floor, were locked up on the technical charge of being suspicious persons.

The Oak Street police have been on the lookout for these men for two weeks past, as many complaints have been made by saloon keepers that they frequented their places, and not only tried to give doses of the drug to patrons, but even attempted to hold up the proprietors.

The prisoners gave their names as follows: Martin Farrell, thirty-one years old, of the Globe Hotel on Park Row, corner of Mulberry Street. He is known as "Red Farrell," and the police say his picture is in the Rogues' Gallery. William Bracey, twenty-two years old, a waiter, from Canada, and Isaac Jones, twenty-five, who also claimed to be a waiter living with Bracey at 120 Park Row.

These men were seen at the Bridge entrance last night by Detectives Henry Hahn and Abraham Snydecker, who followed them to the place on Park Row. There they were seen to act suspiciously and arrested. A small phial, believed to contain knockout drops, was found in Farrell's pocket, and secured before he could break it on the floor.

These are believed to be the same men who on Sunday night last entered a saloon at 22 Chatham Square, and while trying to administer the drug to a drunken man were set upon by the proprietor and driven from the place at the point of a revolver.

MR. McKINLEY AND SILVER.

To the Editor of The New York Times:

Referring to your editorial to-day entitled "Democrats and Gold Democrats," if I remember correctly, the only platform that came out fairly and squarely for gold was the Palmer and Buckner platform. The Republican Party (The Sun to the contrary notwithstanding) has always shied at the word gold like a skittish colt. The Hanna syndicate expected to nominate Mr. McKinley on a silver platform, but were prevented by Mr. Platt. I haven't much regard for Mr. Platt, but am willing to give him credit for that, although he could not succeed in getting anything more than a sound-money plank. They shied again at gold. Mr. McKinley's whole previous record in Congress and elsewhere had been in favor of silver, so that the sound-money plank was a quibble to dodge the issue, gold. I don't believe that he will succeed again in fooling the voters. Here is one who does not intend to be fooled by him, and I know and hear of many more; not only gold Democrats, but out-and-out Republicans. One gentleman (a Republican) remarked to me only a short time since: "McKinley is a 'trimmer.' He changes with the wind and trims his sails accordingly." I hear practically the same opinion of him from all localities.

I am not the only gold man that I know who would rather take his chances with Bryan if nec

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TO THE HOLDERS OF THE Consolidated Sinking Fund Mtge. Bonds OF THE Braddock Gas & Light Company.

Notice is hereby given that all of the outstanding bonds above mentioned, issued under the mortgage to The Farmers' Loan and Trust Company, dated February 1st, 1893, are hereby called for redemption under the provisions of said mortgage, and will be paid and redeemed at par and accrued interest on the 11th day of September, 1899, at the office of The Farmers' Loan and Trust Company, No. 22 William Street, in the City of New York, State of New York.

The bonds so to be redeemed and paid are numbered as follows: 1, 2, 3, 4, 5, 6, 7, 126, 127, 128, 129, 130, 131, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 162, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 182, 183, 184, 185, 186, 187, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250.

Dated July 31, 1899.

The Farmers' Loan & Trust Company, Trustee.
by E. S. MARSTON, President.

TO THE HOLDERS OF THE Sinking Fund Gold Mortgage Bonds OF THE BRADDOCK GAS & LIGHT COMPANY.

Notice is hereby given that all of the outstanding bonds above mentioned, issued under the mortgage to The Farmers' Loan and Trust Company, dated February 1st, 1898, are hereby called for redemption under the provisions of said mortgage, and will be paid and redeemed at par, accrued interest, and a premium of five per centum on the 11th day of September, 1899, at the office of The Farmers' Loan and Trust Company, No. 22 William Street, in the City of New York, State of New York.

The bonds so to be redeemed and paid are numbered 251 to 400, both inclusive.

Dated July 31, 1899.

The Farmers' Loan & Trust Company, Trustee,
by E. S. MARSTON, President.

TO THE HOLDERS OF THE FIRST MORTGAGE BONDS OF THE McKeesport Light Company.

Notice is hereby given that all of the outstanding bonds above mentioned, issued under the mortgage to The Farmers' Loan and Trust Company, dated May 1st, 1893, are hereby called for redemption under the provisions of the said mortgage, and will be paid and redeemed at par and accrued interest on the 11th day of September, 1899, at the office of The Farmers' Loan and Trust Company, No. 22 William Street, in the City of New York, State of New York.

The bonds so to be redeemed and paid are numbered as follows, 10, 11, 12, 13, 14, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 97, 98, 99, 100, 101, 102, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141.

Dated July 31, 1899.

The Farmers' Loan & Trust Company, Trustee.
by E. S. MARSTON, President.

LOST AND FOUND.

LOST.—A Trust Receipt for eighty-three shares of the Preferred Stock of the Northern Pacific Railroad Company, issued in the name of Anna W. Syms. A suitable reward will be paid by the undersigned for its return, or for any information that will lead to its recovery. CHAS. CHASE, Agent.

COLONIAL TRUST COMPANY.
ST. PAUL BUILDING.
222 BROADWAY NEW YORK.
CAPITAL AND SURPLUS, $1,500,000.
Legal Depositary for Court and Trust Funds.
TRANSACTS A GENERAL TRUST BUSINESS
Acts as Executor, Administrator, Guardian, Committee, Trustee, Receiver, Assignee, Registrar, Transfer and Fiscal Agent.
ALLOWS INTEREST ON DAILY BALANCES
Subject to check, payable at sight or through the New York Clearing-house and on certificates of Deposit.
TAKES ENTIRE CHARGE OF REAL ESTATE.
ACTS AS TRUSTEE FOR RAILROAD AND OTHER MORTGAGES.
TRANSACTS A GENERAL BANKING BUSINESS
OFFICERS:
JOHN E. BORNE, President.
RICHARD DELAFIELD, CORD MEYER, JAMES W. TAPPIN, } Vice-Presidents.
ARPAD S. GROSSMANN, Treasurer
EDMUND L. JUDSON, Secretary.
PHILIP S. BABCOCK, Trust Officer.
TRUSTEES:

Henry O. Havemeyer,	Cord Meyer,
Anson R. Flower,	Perry Belmont,
Lowell M. Fulmer,	Wm. T. Wardwell,
John E. Borne,	Henry N. Whitney,
Richard Delafield,	Theo. W. Myers,
Daniel O'Day,	L. C. Dessar,
Percival Kilbne,	Geo. Warren Smith,
Frank Curtiss,	John S. Dickerson,
Vernon H. Brown,	James W. Tappin,
Beth M. Milliken,	Geo. W. Quintard
W. Seward Webb.	

Philadelphia, May 20, 1899.
TO THE HOLDERS OF THE SECURITIES OF THE KANSAS CITY, PITTSBURG & GULF RAILROAD COMPANY and Terminal Companies.

Your committee deem it essential for the preservation of the value of your securities:—

First—That the securities covering the main line and the Kansas City and Port Arthur terminals be now merged and consolidated under one management.

Second—That such management be independent and in your interest alone.

Your property is of great value. It has an assured and a very large earning power. Its present financial condition is due to causes familiar to you, and which it would be difficult to avoid, even if the work were row to be done over again.

In the consolidation of the system we expect to receive the support of the foreign holders of all the securities affected. The foreign holdings are, we are informed, a majority of the whole. Pending the preparation of the plan of reorganization, we advise holders to refrain from depositing their securities with any Committee in this country. The experience of some of our fellow-bondholders has been that it is easier to deposit bonds than to get them back.

Your Committee ask the holders of the securities of the main line and terminal companies to furnish their addresses and the amounts of their respective holdings to the Chairman, care of Equitable Trust Company of Philadelphia. They will then be directly and promptly informed when the plan is ready for publication, and will be made acquainted with its provisions.

WILLIAM F. HARRITY, Chairman
B. N. BAKER, (Baltimore)
AUGUST HECKSCHER, (New York)
EDW'D WAGNER, (Berlin, Germany)
SAMUEL R. SHIPLEY
SILAS W. PETTIT
WINTHROP SMITH

THE CANADIAN PACIFIC RAILWAY 5% LAND GRANT BONDS.

The Trustees under the Mortgage dated 1st September, 1881, securing the payment of Five Per Cent. Land Grant Bonds of the Canadian Pacific Railway Company, desire to receive proposals for the sale to them of such Bonds up to the amount of $225,000 par value, funds for that purpose being in their hands from sales of lands.

The Mortgage provides that the Trustees may purchase Bonds at the lowest price offered, not exceeding 10% premium on the par value thereof and accrued interest.

Proposals addressed to Charles Drinkwater, Esq., Secretary Canadian Pacific Railway Company, Montreal, to be delivered at his office on or before the 8th day of August next, stating price asked in addition to accrued interest.

R. B. ANGUS.
GEO. M. CLARK, } Trustees.
JOHN TURNBULL, }
Montreal, 10th July, 1899.

"OUTSIDE" SECURITIES
DEALT IN.
DAVID PFEIFFER, 18 Wall St.
WRITE FOR INFORMATION OF THE NEW investment to W. J. MADDEN, Equitable Life Assurance Society, 120 Broadway, N. Y.

FINANCIAL.

COLLEY & CO., Bankers,
Offer for Subscription at par entire issue
$700,000
1% MONTHLY DIVIDEND STOCK,
PAR VALUE $25,
full paid and non-assessable, of the
New York Zinc Co.

Terms of payment, 5 per cent. on application, 5 per cent. on allotment, 90 per cent. on or before Sept. 2, 1899.

This company will own 167 acres Zinc ore land in the Missouri Kansas District, upon which are 8 mills that produced last year 44,377,630 pounds of Zinc ore.

Mr. Frank Nicholson, the well-known engineer, says that net earnings of this Company will be over $150,000 per year, and there is actually $800,000 worth of ore in sight at one mill.

Copies of prospectus giving particulars may be had on application.

Full engineer's report and photographs of the mills and property can be seen at our offices.

Subscription books will be opened on Wednesday, Aug. 2, at 10 o'clock A. M., at all our offices.

COLLEY & CO.,
7 WALL ST., NEW YORK.
30 DEVONSHIRE ST., BOSTON.
49 WESTMINSTER ST., PROVIDENCE, R. I.
Transfer agents International Bank & Trust Co., New York.

To the Stockholders of THE
AMERICAN SPIRITS MANUFACTURING CO.

In order to afford foreign shareholders an opportunity to deposit their holdings with the **City Trust Company of New York** under the terms of the Protective Agreement, dated July 12th, 1899, the undersigned committee has agreed to extend the time for deposit of stocks until August 4th, 1899.

The Trust Receipts issued are negotiable.

BERT REISS,
HUGH V. RODDY, Jr.,
LEWIS W. BABCOCK,
Committee.

Depository
City Trust Co.,
36 Wall St., N. Y.
JAMES C. CHURCH,
WALLACH & COOK,
Counsel.
July 25, 1899.

DIVIDENDS.

OFFICE OF THE
Northern Pacific Railway Company

Mills Building, New York, June 14, 1899.

At a meeting of the Board of Directors, held this day, there was declared from the net earnings of the Company a dividend of ONE PER CENT. on the Common Stock of the Company, the same to be paid August 3, 1899, to the stockholders of record at the closing of the transfer books on July 11, 1899.

For the purpose of such dividend the transfer books of this Company will be closed at 3 P. M. on July 11, 1899, and will be reopened at 10 A. M. on July 24, 1899.

NORTHERN PACIFIC RAILWAY COMPANY,
By **GEORGE H. EARL, Secretary.**

23 Wall Street,
New York, June 14, 1899.

The transfer books of the Voting Trustees for Common Stock Trust Certificates of the NORTHERN PACIFIC RAILWAY COMPANY will close in New York and Berlin at 3 P. M. on July 11, 1899, and will reopen at 10 A. M. on July 24, 1899.

On August 3, 1899, the Voting Trustees will be prepared to distribute the above dividend of One Per Cent., when received by them, among the parties entitled thereto, as same appear of record on their books when closed as above.

J. P. MORGAN & CO., New York,
DEUTSCHE BANK, Berlin,
Agents for Voting Trustees.

186th Dividend.
Bank of the Manhattan Company,
CHARTERED 1799.
New York, July 27, 1899.

The President and Directors of the Manhattan Company have this day declared a semi-annual dividend of Four Per Cent. out of the earnings of the last six months, payable on and after Thursday, August 10th, to stockholders of record on August 1, 1899.

Transfer books to remain closed to the morning of August 10. D. H. PIERSON, Cashier.

New York Central and Hudson River Railroad Company.

Office of the Treasurer, New York, July 27, 1899.

A dividend of One and One-quarter Per Cent. on the capital stock of the ROME, WATERTOWN AND OGDENSBURG RAILROAD COMPANY will be paid by the New York Central and Hudson River Railroad Company, lessee, (under the provisions of the contract between the two companies,) at this office, on and after Aug. 15, 1899, to stockholders of record at the closing of the transfer books on July 31, 1899.

E. V. W. ROSSITER, Treasurer.

The Lawyers' Title Insurance Company of New York.

37 & 39 Liberty St. and 44½ & 46 Maiden Lane.
New York, July 7, 1899.

The Board of Directors of this company has this day declared a dividend of 2½ PER CENT., and an extra dividend of 1 PER CENT., payable at the company's offices on Aug. 1, 1899. The transfer books will be closed Saturday, July 15, and reopened on Wednesday, Aug. 2.

JOHN DUER, Treasurer.

Louisiana and Missouri River R. R. First Mortgage Bonds.
Louisiana and Missouri River R. R. Guaranteed Preferred Stock.
Kansas City, St. Louis and Chicago R. R. Preferred Stock.

Coupons and dividends on the above, maturing August 1, 1899, will be paid on and after that date at the office of
CUYLER, MORGAN & CO., Financial Agents, 44 Pine St., New York.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY, 52 Wall Street, New York, July 24th, 1899.—A dividend of THREE AND ONE-HALF PER CENT. on the Preferred Stock of this Company will be paid at this office on Monday, August 21st, 1899. Transfer books of the Preferred and Common stocks will close on Saturday, August 5th, at 12 M., and reopen on Wednesday, August 16th, 1899.

S. O. HOWE, Treasurer.

OFFICE OF THE
Buffalo, Rochester and Pittsburgh Railway Co.
36 Wall St., N. Y.

A dividend of One Per Cent. has been declared on the preferred stock of this company, payable on Aug. 15th next, to stockholders of record on Aug. 4th. Dividend checks will be mailed to the stockholders. J. H. HOCART, Assistant Treasurer.

Jefferson & Clearfield Coal & Iron Co.

A dividend of TWO AND ONE-HALF per cent. out of the net earnings for the year ending June 30th, 1899, has been declared on the Preferred Stock of this Company, payable August 15th next to stockholders of record on August 4th, at 3 P. M. Dividend checks will be mailed by the Transfer Agents of the Company.

GEORGE H. CLUNE, Treasurer.
Rochester, N. Y., July 28, 1899.

BROOKLYN WHARF AND WAREHOUSE COMPANY.

First Mortgage Five Per Cent. Gold Bonds.

Interest due on Aug. 1st, 1899, on the bonds of the above-mentioned company will be paid on and after said date at the office of the United States Mortgage and Trust Company, 59 Cedar St., New York City.

WARREN B. NASH, Treasurer.
New York, July 24, 1899.

Standard Rope & Twine Company
FIRST MORTGAGE BONDS.

Coupons due Aug. 1, on the above will be paid on and after that date at the office of the Manhattan Trust Company, Wall and Nassau Streets, New York City.

JOSEPH G. TAYLOR, Secretary.

Compania Metallurgica Mexicana.
New York Office, 27 William Street,
July 28, 1899.

The Directors of this company have declared a semi-annual dividend of 4 per cent. on the preferred stock, payable September 15th, to stockholders of record at the close of business on August 1st.

C. J. NOURSE, JR., Assistant Treasurer.

OFFICE OF THE SOUTHERN PACIFIC COMPANY, No. 23 Broad Street, (Mills Building.)—Coupons due August 1st, 1899, from the following Bonds will be paid on and after that date at this office: TEXAS AND NEW ORLEANS R. R. CO. 1st mortgage 7 per cent., Main Line; GALVESTON, HARRISBURG AND SAN ANTONIO RY. CO. 1st mortgage 6 per cent., Eastern Division.

N. T. SMITH, Treasurer.

New Amsterdam Gas Company.

The First Mortgage 6% Gold Bonds of the Equitable Gas Light Company of New York, maturing August 1st, 1899, together with the interest due thereon, will be paid on and after that date upon delivery of the same to the Central Trust Company, 54 Wall Street, New York.

JAMES JOURDAN, President.

Tennessee Coal, Iron & R. R. Co.,
No. 80 Broadway, New York, July 19th, 1899.

The Coupons due August 1st, 1899, on the bonds of the De Bardeleben Coal and Iron Company, and on the South Pittsburg purchase bonds of this Company, will be paid at maturity at the Hanover National Bank, New York City.

J. BOWRON, Treasurer.

MOBILE AND OHIO RAILROAD COMPANY.—COUPON NO. 5 of the First Mortgage Montgomery Division Bonds of this Company, due August 1, 1899, will be paid on presentation on and after Tuesday, August 1, at the Gallatin National Bank, in the City of New York.

HY. TACON, Treas.
Mobile, Ala., July 24, 1899.

Pacific Bank, July 21, 1899.
No. 470 Broadway, New York.

The Board of Directors have this day declared a quarterly dividend of 2 per cent., payable on and after Aug. 1 next. The transfer books will be closed to Aug 1, 1899.

S. C. MERWIN, Cashier.

THE FINANCIAL MARKETS

What will happen in the sterling exchange market this week? This is the inquiry chiefly interesting Wall Street circles. If exchange quotations decline there will be immediate expectation of gold imports, and rates will have to advance very sharply if anything further whatever is to be heard of gold exports. Should it come about that gold importations are really feasible, Wall Street will undoubtedly feel that finally has come the "reason" so long sought for restarting a security market boom.

The extraordinary buoyancy of a year ago has cured Wall Street of the idea that Summer must always be marked by dullness. Indeed, it has done more—has really persuaded Wall Street that August this year ought to equal the record of last August. Thus, the month opening to-morrow will prove disappointing to Wall Street if it fails to mark a period of exceeding cheerfulness.

Certainly it does seem as if the matter of giving the American security market new life rests largely with a comparatively few leaders in the financial world. Mr. J. P. Morgan, the Messrs. Rockefeller, the Vanderbilts, the Flower contingent, and their allies seem actually to be vested with power and influence enough to start the market spinning. Business conditions are beyond all doubt in their favor. And evidences abound—so commission brokers are testifying—that the outside public is disposed toward enthusiasm, and only waiting for leadership.

***

Bearish room traders to-day are apt to make use of the unfavorable features of last week's bank statement, as they did on Saturday. They are not, however, likely to get much attention from thinking men. Superficially the banking statement was unfavorable. But it should not be disturbing, for an analysis of the figures brings out naught but what is indicative of activity and progress in the American business world. Conservative banking authorities agree that there are and will continue to be ample funds for all legitimate demands, and that rates for Wall Street loans cannot be advanced unless mercantile activity throughout the country draws New York deposits into business channels. And there can be nothing bearish in the fact that American business men are active and in need of cash wherewith to carry on their extended trade.

BOSTON AND MAINE.

Ever since the first announcement of the New York Central-Boston and Albany deal, Wall Street has heard vague rumors of a coming change in the control of the Boston and Maine. Boston newspapers have printed many reports, and as many denials, but the rumors circulate persistently and will not down. Discussing the matter, The United States Investor remarks:

"It is difficult for the public to believe that there are not some important developments pending with reference to Boston and Maine, aside from a possible increase in the dividend rate from 6 to 7 per cent., in the face of such an advance as the stock has experienced recently. There has been good buying of the shares this week, which has resulted in advancing them to 204—the highest price touched in many years. Authoritative denials that there are deals impending continue to be made, however, nor is it officially admitted that the dividend rate is to be increased. All sorts of stories are afloat, none of which can be authoritatively verified. Some of these stories relate to a possible acquisition of the Boston and Maine by the New York Central, although the Vanderbilt interests are quoted as saying that they do not want the property. Other reports refer to a possible union between the New Haven Road and the Boston and Maine, which, it is needless to add, are likewise vehemently denied. The present traffic relations of the Boston and Maine, as far as through business is concerned, are with the Canadian Pacific, which is known to be antagonistic to the Vanderbilts. Can the Canadian Pacific afford to dispense with such relations? If not, is not the Boston and Maine worth more to the Canadian Pacific than to the Vanderbilt lines? We hear very little regarding the Canadian Pacific in these days, but the management of the latter property is alert and alive to its own interest."

FOREIGN TRADE FIGURES.

Following are the returns of foreign commerce at the Port of New York for the week ended Friday last, as compared with the corresponding week last year. In the case of the exports of general merchandise the returns are for the week ended Tuesday:

Imports of Dry Goods and General Merchandise.

Week ended July 28, 1899	$7,335,449
Week ended July 29, 1898	7,716,703
From Jan. 1, 1899	301,109,129
From Jan. 1, 1898	254,268,898

Exports of General Merchandise.

Week ended July 25, 1899	$7,668,759
Week ended July 26, 1898	7,554,808
From Jan. 1, 1899	280,270,597
From Jan. 1, 1898	279,592,756

Imports of Gold.

Week ended July 28, 1899	$59,974
Week ended July 29, 1898	1,856
From Jan. 1, 1899	8,117,131
From Jan. 1, 1898	69,001,707

Exports of Gold.

Week ended July 28, 1899	$508,431
Week ended July 29, 1898	14,000
From Jan. 1, 1899	25,783,332
From Jan. 1, 1898	4,662,097

Net Exports of Gold.

Week ended July 28, 1899	$448,457
Week ended July 29, 1898	12,144
From Jan. 1, 1899	17,666,201

Net Imports of Gold.

From Jan. 1, 1898	64,339,610

Imports of Silver.

Week ended July 28, 1899	$139,191
Week ended July 29, 1898	4,013
From Jan. 1, 1899	2,244,503
From Jan. 1, 1898	1,427,109

Exports of Silver.

Week ended July 28, 1899	$725,015
Week ended July 29, 1898	1,208,198
From Jan. 1, 1899	28,043,377
From Jan. 1, 1898	25,642,305

Net Exports of Silver.

Week ended July 28, 1899	$585,824
Week ended July 29, 1898	1,204,185
From Jan. 1, 1899	25,798,874
From Jan. 1, 1898	24,215,196

Total Imports of Specie.

Week ended July 28, 1899	$199,165
Week ended July 29, 1898	5,869
From Jan. 1, 1899	10,361,634
From Jan. 1, 1898	70,428,816

Total Exports of Specie.

Week ended July 28, 1899	$1,233,446
Week ended July 29, 1898	1,222,198
From Jan. 1, 1899	53,826,709
From Jan. 1, 1898	30,304,402

Total Net Exports of Specie.

Week ended July 28, 1899	$1,034,281
Week ended July 29, 1898	1,216,329
From Jan. 1, 1899	43,465,075
Total Net Imports of Specie.	
From Jan. 1, 1898	$40,124,414

NEW YORK SAVINGS BANKS

The Amount of Deposits Far in Excess of Withdrawals.

FIGURES FOR SIX MONTHS

Indication of Prosperity Among the People of Manhattan and Brooklyn —Also in Neighboring Counties.

ALBANY, July 30.—During the first six months of 1899 there was paid into the savings banks of Greater New York by depositors an amount in excess by $20,000,000 of that withdrawn by depositors. With the statement of the Franklin Savings Bank lacking, the deposits over withdrawals are $19,010,576.

With this single exception the aggregate deposits of the banks of Manhattan for the six months ended June 30 were $66,537,170 and the withdrawals $53,001,586; for those of Brooklyn, deposits $22,292,862, withdrawals $17,301,617; for Queens, deposits $1,091,718, withdrawals $766,956, and for Richmond, deposits $489,324, withdrawals $330,339.

The greatest increases in deposits over withdrawals in the individual banks are in round numbers as follows:

Emigrant Industrial, $1,500,000; German of New York, $1,700,000; Seamen's, $1,100,000; Greenwich, $1,100,000; Williamsburg, $1,300,000; Dime of Brooklyn, $1,000,000; German of Brooklyn, $500,000; Bank for Savings, $500,000; Dry Dock, $900,000; Union Dime, $900,000; Harlem, $700,000; Metropolitan, $900,000.

In resources, comparing July 1, 1899, with July 1, 1898, the greatest increases are shown to be as follows: Emigrant Industrial, $2,900,000; German of New York, $2,700,000; Seamen's, $2,000,000; Williamsburg, $2,000,000; Bank for Savings, $1,800,000; Greenwich, $1,800,000; Dime of Brooklyn, $1,500,000; Dry Dock, $1,400,000; Union Dime, $1,200,000; Bowery, $1,100,000; Irving, $1,100,000; Brooklyn, $1,100,000; Metropolitan, $1,000,000.

The following tables are prepared from the statements in the State Banking Department:

Reports of Savings Banks for First Six Months of 1899.

MANHATTAN.

Savings Banks.	Resources.	July 1, 1899. Due Depositors.	Surplus.	For Six Months. From Depositors.	For Six Months. Paid. Depositors.	Average, Each Account.
Emigrant Industrial	$65,384,476	$55,720,654	$9,663,822	$7,042,107	$7,042,107	$642.53
Bowery	76,989,657	67,067,773	9,919,884	6,525,305	6,874,630	539.47
German	50,935,888	46,437,270	4,498,418	7,244,054	5,564,782	456.88
Bank of Savings	67,167,826	59,618,733	7,549,093	5,251,221	4,737,045	445.21
Seamen's	52,529,834	44,044,459	8,481,144	4,898,723	3,654,875	554.34
Greenwich	41,538,907	37,461,570	4,075,813	4,760,960	3,659,666	509.00
Dry Dock	24,023,685	21,769,988	2,253,697	4,034,369	3,108,792	380.80
Union Dime	19,200,369	18,152,124	1,053,354	3,751,858	2,874,911	258.33
Citizens'	13,660,090	12,040,090	1,620,006	2,297,365	1,965,418	396.69
East River	17,738,253	15,224,240	2,514,013	2,217,810	1,812,315	784.39
Manhattan	10,527,503	9,500,754	1,026,748	1,927,728	1,600,566	483.59
Harlem	9,373,001	8,739,989	633,012	2,260,856	1,589,286	284.83
New York	16,874,436	14,694,558	2,179,878	2,498,269	1,582,940	585.76
Institution for Savings of Merchants' Clerks	9,333,181	8,297,739	1,035,441	1,439,571	1,283,020	608.60
Irving	10,291,091	9,457,438	833,653	2,109,261	1,165,582	612.01
Broadway	6,380,910	5,862,432	518,477	941,313	732,965	677.73
North River	4,822,841	4,498,349	324,492	1,072,228	731,342	331.88
Metropolitan	8,248,554	7,632,790	651,565	1,946,075	1,052,506	632.16
Excelsior	2,838,796	2,691,155	147,641	932,150	667,948	908.15
Empire City	1,229,592	1,212,193	17,399	544,793	499,054	159.27
American	1,153,491	1,100,880	52,111	317,823	225,742	244.47
Dollar	678,346	674,731	3,615	366,727	227,349	83.58
United States	755,099	751,547	3,541	349,656	214,624	123.05
West Side	646,850	612,298	28,550	159,074	159,074	153.35
Italian	184,548	183,351	1,197	126,717	65,052	150.78
Washington	4,370	4,370	.....	4,385	15	118.11

BROOKLYN.

Williamsburg	$42,421,481	$34,662,395	$7,759,086	$5,142,533	$3,812,771	$436.51
Dime	26,814,349	24,744,557	2,069,792	3,895,516	2,879,873	419.68
Brooklyn	39,611,128	34,024,761	5,586,366	4,477,583	4,204,203	574.96
South Brooklyn	17,390,941	15,287,757	2,303,184	2,150,083	1,803,456	502.23
Kings County	7,311,765	6,688,789	622,975	1,311,792	730,987	603.20
German	5,172,440	4,761,711	38,689	1,132,211	866,741	274.18
Germania	4,203,550	3,903,474	298,075	914,141	551,936	375.33
Greenpoint	3,650,133	3,163,064	487,069	683,930	546,838	326.89
Dime of Williamsburg	4,048,097	3,785,699	262,997	967,149	433.04	
East Brooklyn	3,222,316	2,938,429	283,876	595,735	411,213	284.05
Bushwick	1,695,671	1,640,939	54,733	415,353	277,220	303.82
East New York	1,162,062	1,030,146	122,416	250,937	190,631	244.00
Brevoort	807,659	794,184	13,476	248,952	180,691	200.39
City Savings	901,377	876,566	24,811	252,729	162,463	223.94
Eastern District	284,792	280,870	3,921	149,827	85,287	114.74
Greater New York	66,093	64,702	1,391	47,772	30,158	67.53

QUEENS.

Jamaica	$1,736,960	$1,541,571	$195,389	$300,366	$214,926	$379.04
Long Island	1,525,156	1,362,461	162,695	472,928	308,270	158.42
Queens County	1,039,314	948,238	91,076	149,699	106,181	295.64
College Point	622,109	529,499	92,610	77,026	75,625	274.92
Roslyn	565,278	523,948	41,330	91,699	61,954	347.24

RICHMOND.

Richmond County	$273,090	$260,586	$10,503	$104,725	$69,015	$188.81

EXCURSIONS.

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☞ ROUND TRIP FARE, 75 CENTS. ☜

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REPUBLIC and COLUMBIA

Leave Pier 10, E. R., (above South Ferry,)	Long Branch,
8:30 A. M., 2:30 P. M.,	11 A. M., 5:00 P. M.,
10:30 A. M., 4:30 P. M.	1 P. M., 7:00 P. M.

Trolley connections for Asbury Park, Ocean Grove, and other New Jersey Coast Points.

The best service, by the best boats, ever given, which accommodates people who go for the quick sail down and back for the splendid view of the Bay, Harbor, the Forts, Sandy Hook, the Highlands, and the cottage cities on the Jersey Coast, or the people who wish to spend a few hours, or a day, at the seaside.

The REPUBLIC, that has so long been the "flyer" to Cape May, is a favorite with all who travel on her.

The COLUMBIA is celebrated as the Queen of Chesapeake Bay, and, with her large licensed capacity, a fitting sister ship to the REPUBLIC.

Both boats have immense deck room, elegant saloons, excellent restaurant, open at all times, and are built especially for sea-going work, stanch, fast, and reliable for prompt service.

There are concerts and vaudeville performances on all trips without extra charge.

Nothing that can secure comfort and amusement to their passengers is neglected.

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All the World in Miniature, and a Veritable Filipino Village.

A delightful sail on fast going steamers. Two grand concerts daily. Magnificent foliage, rare plants and horticultural wonders. An unequaled menagerie, magnificent aviary, mammoth aquarium, grand museum, all FREE. Genuine Glen Island Clam Bake. Dinners a la carte. "Klein Deutschland." The Dairy. Boating, Bathing, fishing, bowling & billiards.

GLEN ISLAND

TIME TABLE—ST. AMERS leave Cortlandt St. piers, 8.45, 10.00, 11.00 A. M., 12.30 M., 1.30, 2.30, 3.30, 5.15 P. M. So. 5th St., Brooklyn, 9.30, 10.30, 11.30 A. M., 12.30, 1.30, 2.30, 3.30, 5.00 P. M. East 39 St., 9.30, 10.30, 11.30, 11.45 A. M., 12.45, 2.15, 2.30, 3.15, 4.15, 5.45 P. M. LEAVE GLEN ISLAND 11.00 A. M. for East 39th St. and Cortlandt St., 12.00 M., 1.00 P. M. for Cortlands St. only, 3.5, 5.30, 6, 7, 8 P. M. for all landings. EXTRA SUNDAYS.

EXCURSION 40 CENTS.
Including Admission to all Attractions.

MANHATTAN BEACH.

Trains leave foot of 34th St. E. R. and N. Y., week days, 5:40, 6:40, 7:40, 9:20, 11:00 A. M., 12:10, and half-hourly 1:10 to 3:40 P. M.; 4:40, 5:10, 5:40, 6:00, 6:40, 7:10, 7:40, 8:10, 8:40, 9:30, 10:50 P. M.

Sundays, 6:50, 8:40, 10:10, 11:10 A. M.; 12:10 and half-hourly 1:10 to 9:10 P. M., 10:10 P. M.

Leave foot Whitehall St. (Battery) via 39th St., South Brooklyn Ferry, daily *7:00, and hourly 8:00 A. M. to 1 P. M., and every forty minutes, 1:40 to 5:40, and *10:20 P. M. †Week days only. EXCURSION TICKETS 40 CENTS.

ROCKAWAY BEACH.

Trains leave New York, foot 34th St., E. R., 6:50, 8:20, 10:00, 10:50 A. M.; 12:20, 1:20, *1:50, 2:20, *2:50, 3:20, 4:20, 5:30, 6:30, 6:50, 7:20, 8:20, 9:20, *9:50, 10:00 P. M. Last train returning 10:40 P. M.

Trains marked * runs Saturday only and Sept. 4. EXCURSION TICKETS 40 CENTS.

DIRECT TRAINS FROM BROADWAY FERRIES VIA BROOKLYN UNION "L" R. R., week days leave Broadway Ferry 6:00, 7:00, 8:00, 9:00 A. M., and half-hourly from 9:34 A. M. to 9:34 P. M. Last train from Rockaway Beach at 10:57 P. M.

FARE 15 CENTS.

WEST POINT, NEWBURGH & POUGHKEEPSIE.

GRAND DAILY EXCURSION (Except Sunday) BY PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."

From Brooklyn, Fulton St. (by Annex)..8 A. M.
" New York, Desbrosses St Pier..8:40 "
" New York, West 22d St. Pier..9:00 "
Returning, due in New York 5:30 P. M.
MORNING AND AFTERNOON CONCERTS

Iron Steamboat Co.,

THE ONLY ALL-WATER ROUTE TO

CONEY ISLAND.

Leave 22d St., N. R., hourly, 9:00 A. M. to 9 P. M.
Leave Pier 1, N. R., hourly, 9:30 A. M. to 9:30 P. M.
Leave New Iron Pier, Coney Island, hourly, 10:40 A. M. to 10:40 P. M.
Excursion Tickets, 25 Cents.

ROCKAWAY BOATS.

ROCKAWAY BEACH.

Steamers GEN. SLOCUM & GRAND REPUBLIC. West 20th St. 8:40 A. M., 10:00 A. M., 1:35 P. M.; Christopher St. 8:55 A. M., 10:15 A. M., 1:45 P. M.; Battery Landing 9:15 A. M., 10:40 A. M., 2:05 P. M.; Bridge Dock, Brooklyn, 9:30 A. M., 11:00 A. M., 2:20 P. M. Return at 11:30 A. M., 4:45 and 6 P. M.

Week days, Round Trip. 40c.
Sun. & Holidays, 50c. Music.

CONEY ISLAND via CULVER ROUTE.

FOOT OF WHITEHALL ST., N. Y., by 39th St. Brooklyn Ferry. Cars and boats connect with express trains. Hourly 9:20 to 12:20, then every 20 minutes until 6:20, then every 40 minutes until 10:20. Quickest trip to the Island, time 30 minutes.

FOR SALE.

Typewriters Rented & Sold. : 1,000 new and second-hand Remingtons, Smith Premiers and other standard makes rented $3.00 per month. Stands, ribbons, and inspection service free. F. S. WEBSTER COMPANY, 317 Broadway, Telephone 1338 Franklin.

BANKRUPTCY NOTICES.

IN THE DISTRICT COURT OF THE UNITED States, for the Southern District of New York. In bankruptcy. In the matter of LOUIS CELLER, Jr., individually and as partner of the firm known as L. Celler, Jr., & Co., bankrupt.—In Bankruptcy.—No. 1,272.

To the creditors of Louis Celler, Jr., individually and as partner of the firm known as L. Celler, Jr. & Co., of the County and State of New York, was duly adjudicated bankrupt; and that the first meeting of creditors will be held at my office, Number 44 Broad Street, in the City of New York, on the eighth day of August, A. D., 1899, at two o'clock in the afternoon, at which time the said creditors may attend, prove their claims, appoint a Trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

SEAMAN MILLER, Referee in Bankruptcy.

Dated New York, July 25th, 1899.

NO. 960.—UNITED STATES DISTRICT COURT for the Southern District of New York.—MAX FREEMAN, Bankrupt.

Notice is hereby given that Max Freeman, bankrupt, has filed his petition, dated July 26th, 1899, praying for a discharge from all his debts in bankruptcy, and that all creditors and other persons are ordered to attend at the hearing upon said petition before the Hon. Addison Brown, United States District Judge, in the United States Court House and Post Office Building, in the City and County of New York, on Wednesday, August 9th, 1899, at 10:30 A. M., and then and there show cause, if any they have, why the prayer of said petitioner should not be granted, and also attend the examination of the bankrupt thereon.

SEAMAN MILLER, Referee in Bankruptcy.

New York, July 29, 1899.

UNITED STATES DISTRICT COURT FOR THE Southern District of New York.—CHARLES LERNER, bankrupt.

Notice is hereby given that Charles Lerner, bankrupt, has filed his petition, dated July 6th, 1899, praying for a discharge from all his debts in bankruptcy, and that all creditors and other persons are ordered to attend at the hearing upon said petition before the Hon. Addison Brown, United States District Judge, in the United States Court House and Post Office Building, in the City and County of New York, on Wednesday, August 9th, 1899, at 10:30 A. M., and then and there show cause, if any they have, why the prayer of said petitioner should not be granted, and also attend the examination of the bankrupt thereon.

SEAMAN MILLER, Referee in Bankruptcy.

New York, July 29, 1899.

SUMMER RESORTS.

ADIRONDACK TIME TABLE.

NEW YORK CENTRAL.

Trains leave Grand Central Station:

7:30 P. M. and 7:50 A. M. with through Sleeping Cars via Utica, with through Parlor Cars via Utica.

For Fulton Chain, Racquette Lake, Saranac Lake, Lake Placid, Paul Smith's, Loon Lake.

6 P.M. PEOPLE'S LINE STEAMERS ADIRONDACK AND DEAN RICHMOND from Pier 32, ft. Canal St., N. R., daily, except Sunday, connecting at Albany with express trains; 6:50 A. M. over D. & H., for Saratoga, Lake George, Saranac & Lake Placid; 11:13 A. M. over Adirondack Division N. Y. C., for Fulton Chain, Saranac, Lake Placid, Paul Smith's.

8:40 A.M. ALBANY DAY LINE from Desbrosses St., 9:00 A. M. from West 22d St. Daily except Sundays. Special train from Albany to Saratoga. Direct connections for the Adirondacks, Hotel Champlain & Montreal.

LAKE PLACID, N. Y.
RUISSEAUMONT T. E. KRUMBHOLZ.—Lve N. Y. C., G. C. S., 7:50 AM, 7:30 PM, arrive 7:35 PM, 7:55 AM, and via Chateaugay, 12:55 PM

STEVENS HOUSE Lve. N. Y., G. C. S., 7:50 AM, 7:30 PM; ar. 7:35 PM, 7:55 AM, and via Chateaugay, 12:55 PM.

LAKE MASSAWEPIE.
HOTEL CHILDWOLD, CHAS. E. LELAND. Leave N. Y., G. C. S., 7:50 A. M., 8:30 A. M., and 7:30 P. M.; arrive 6:33 P. M. and 5:13 A. M.

COOK'S TOURS.

NOVA SCOTIA,
GULF OF ST. LAWRENCE,
BERMUDA.

August of all months in the year is the one for seeing **Nova Scotia**, the **"Land of Evangeline,"** and becoming acquainted with the French Canadians of Lower Canada.

Tours for these delightful resorts leave New York **August 3** and **17**.

EVERYTHING INCLUDED.
Nothing better for health and pleasure.

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Independent Tickets for EVERY kind of traveller EVERYWHERE. **Lowest rates.**

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Suites, with bath. Concerts daily. Eighteen-hole GOLF course and new clubhouse at hotel entrance. Private surf bathing pavilion. For illustrated booklet or terms, address

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Rooms en suite with Baths,
ST. JAMES HOTEL
Located in Earlington Park
BATHING ESTABLISHMENT
Directly Opposite Hotel Earlington.
GOLF LINKS.
E. M. EARLE & SON

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Inn cottages may be rented by week, month, or season. Newly furnished; all improvements, including bath. Meals served in new open-air dining room. Superior cuisine. French waiters. 18-hole golf course reached in three minutes. Fine bathing beach.

A. L. SIEGHORTNER, Manager.
or Atlantic Coast Realty Co., Deal, N. J.

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QUAKER HILL, DUTCHESS CO., N. Y.

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Golf Links and all other amusements.
N. S. HOWE, Manager.

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LONG BRANCH.

UNITED STATES HOTEL OPENS JUNE 24.

For rates, &c., call or address
S. PROSKEY,
1,133 BROADWAY, N. Y.

SOMERSET INN

And Eight Cottages, Bernardsville, N. J.
Remains open until October 23d.
35 miles from New York, on D., L. & W. R. R., via Barclay or Christopher St. Ferries. Altitude 800 feet.
GEORGE W. TUTTLE, Manager.

Manhattan Beach Hotel
T. F. Silleck.....Manager
Oriental Hotel
Jos. P. Greaves.....Manager

INSTRUCTION.

St. Agatha—Church School for Girls.

Founded by the New York Protestant Episcopal Public School, the corporation which maintains Trinity School, in order to provide for girls a thorough secular education, combined with sound religious training.

School year opens September 11, 1899.

For particulars address the Principal, EMMA G. SEBRING, A. M., 257 West 93d St.

The Misses Ely's School for Girls

Riverside Drive, 85th and 86th Streets, New York.

MORAVIAN SEMINARY AND COLLEGE FOR Women. Founded 1749. Modern conveniences. Two hours from New York. J. MAX HARK, D. D. Prin., Bethlehem, Pa.

MISS ANABLE'S BOARDING AND DAY School for Girls. Established in 1848. Circular on application. Opens Sept. 28 1350 Pine St., Phila.

HIGH SCHOOL DEPARTMENT OF THE ETHICAL Culture Schools, 669 Madison Av.; terms $200. Entrance, May 1st. Six few free scholarships. PERCIVAL CHUBB, Principal.

BERKELEY SCHOOL SWIMMING SCHOOL, 23 WEST 44TH ST.

SURROGATE NOTICES.

BEEBE, ALBERT.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the County of New York, notice is hereby given to all persons having claims against ALBERT BEEBE, late of the Borough of Manhattan, New York City, deceased, to present the same, with vouchers thereof, to the subscriber at his place of transacting business, the office of Benjamin B. Kenyon, No. 100 Broadway, Borough of Manhattan, New York City, on or before the 31st day of July next.—Dated Borough of Manhattan, New York City, January 28th, 1899.

ARCHIBALD N. BEEBE, Executor.

BENJAMIN B. KENYON, Attorney for Executor, 100 Broadway, Borough of Manhattan, New York City. ja30-1aw6mM

CUMING, JAMES R.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JAMES R. CUMING, late of the County of New York, deceased, to present the same with vouchers thereof to the subscribers, at their place of transacting business, at the office of Richard W. Freedman, No. 2 Wall Street, in the City of New York, Borough of Manhattan, on or before the 20th day of January, 1900. The first day of July, 1899. LETITIA CUMING, ALMON GOODWIN, HENRY THOMPSON, Executrix and Executors. RICHARD W. FREEDMAN, Attorney for Executors, No. 2 Wall St., Borough of Manhattan, N. Y. City. jy3-1aw6mM

GILBOUGH, JOHN W.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JOHN W. GILBOUGH, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at her place of transacting business, at the office of ADAMS & ADAMS, No. 320 Broadway, (Manhattan,) in the City of New York, on or before the 27th day of November next.—Dated New York, the 13th day of May, 1899. EMILY T. GILBOUGH, Executrix. ADAMS & ADAMS, Attorneys for Executrix, No. 320 Broadway, (Manhattan,) New York City. my15-1aw6mM.

SURROGATE NOTICES.

GOLDMAN, MANASSAH L.—IN PURSUANCE of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against MANASSAH L. GOLDMAN, late of the County of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, Room 806, No. 132 Nassau St., Borough of Manhattan, in the City of New York, on or before the 15th day of November next.—Dated New York, the 1st day of May, 1899. EDWARD GOTTLIEB, Executor. ENNEVER & TRAUTMANN, Attorneys for Executor, 132 Nassau St., Borough of Manhattan, New York. my1-1aw6mM

HULSEBERG, MARIA.—The People of the State of New York, by the grace of God free and independent.—To Henry D. Otten, individually and as executor of the last will and testament of MARIA HULSEBERG, deceased, Henry Hulseberg, John Carle Hulseberg, Lena Hulseberg, George Hulseberg, Ettie Ziegler, Leonora Henrietta Wellbrock, Frederick Wellbrock, Howard Wellbrock, Henrietta Wellbrock, Anna K. Voight, Christopher Otten, Caroline W. Thiemann, Louisa Von Kaas, Adolph Von Kaas, Henrietta Dieckmann, Theodore Dieckmann, Netta Dieckmann, Ida Dieckmann, Emma Dieckmann, Gerhardt Dieckmann, Frederick Dieckmann, Wilhelmina Dieckmann, George Dieckmann, and Louise Otten as sole legatee and devisee under the last will and testament of Gerhardt Otten, deceased. Send greeting:

You and each of you are hereby cited and required personally to be and appear before our Surrogate of the County of New York, at the Surrogate's Court of said county, held at the County Court House in the City of New York, on the (25th) twenty-fifth day of October, 1899, at half past ten o'clock in the forenoon of that day, then and there to show cause why the probate of the alleged last will and testament and of the alleged codicil thereto of Maria Hulseberg, late of the County of New York, should not be revoked, and such of you as are hereby cited as are under the age of twenty-one years, are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof, we have caused the seal of the Surrogate's Court of the said County of New York to be hereunto affixed. [L. S.] Witness, Hon. Frank T. Fitzgerald, a Surrogate of our said county, at the City of New York, the 28th day of June, in the year of our Lord, one thousand eight hundred and ninety-nine.

J. FAIRFAX McLAUGHLIN, Clerk of the Surrogate's Court.

jy31-1aw6wM

IN PURSUANCE OF AN ORDER OF HON. James M. Varnum, a Surrogate of the County of New York.

Notice is hereby given to all persons having claims against ELIZABETH F. JENNINGS, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, at the office of Butler, Notman, Joline & Mynderse, No. 54 Wall Street, Manhattan Borough, New York City, on or before the 1st day of December, 1899.—Dated New York, May 29th, 1899.

MARY J. RYAN, Executrix.
PATRICK M. JENNINGS, Executor.

BUTLER, NOTMAN, JOLINE & MYNDERSE, Attorneys for Executors, No. 54 Wall Street, (Manhattan,) New York City. my29-1aw6mM

KYLE, WILLIAM.—In pursuance of an order of Hon. James M. Varnum, a Surrogate of the County of New York, notice is hereby given to all persons having claims against WILLIAM KYLE, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of William Armstrong, 206 Broadway, Borough of Manhattan, in the City of New York, on or before the ninth day of December next.—Dated New York, the 27th day of May, 1899. THOMAS H. KYLE, Executor.

WILLIAM ARMSTRONG, Attorney for Executor, Borough of Manhattan, 206 Broadway, City of New York. my29-1aw6mM

MADDEN, MARY M.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against MARY M. MADDEN, late of the County of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Reid, Esselstyn & Ketcham, No. 35 Wall Street, in the Borough of Manhattan, in the City of New York, on or before the 5th day of January, 1900.—Dated New York, the 1st day of July, 1899. WILLIAM H. PORTER, Executor. REID, ESSELSTYN & KETCHAM, Attorneys for Executor, 35 Wall Street, New York City. jy3-1aw6mM

MAZAS, CAROLINE, or KUNIGUNDA MAZAS, or KUNIGUNDA ELLRODT, or MARY C. ELLRODT.—In pursuance of an order of Hon. John H. V. Arnold a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against CAROLINE MAZAS, or KUNIGUNDA MAZAS, or KUNIGUNDA ELLRODT, or MARY C. ELLRODT, late of the City of New York, deceased, to present the same, with vouchers hereof, to the subscriber at her place of transacting business, the office of L. P. Mingey, No. 346 Broadway, Borough of Manhattan, in the City of New York, on or before the 1st day of August next.—Dated New York the 28th day of January, 1899. MARY LORENTZ, Executrix.

L. P. MINGEY, Attorney for Executrix, 346 Broadway, Borough of Manhattan, City of New York. ja30-1aw6mM

SARRA Y VALLDEJULI, JOSE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JOSE SARRA Y VALLDEJULI, late of Havana, Cuba, deceased, to present the same, with vouchers thereof, to the subscriber at her place of transacting business, the office of Lauman & Kemp, Nos. 68 and 70 William Street, Borough of Manhattan, City of New York, on or before the 21st day of December next.—Dated New York, the 13th day of June, 1899.

CELIA HERNANDEZ DE SARRA, Ancillary Administratrix.

COUDERT BROTHERS, Attys. for Ancillary Administratrix, 71 Broadway, N. Y.

SCHMITT, GEORGE, JR.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against GEORGE SCHMITT, Jr., late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber at her place of transacting business, at the office of Marshall, Moran, Williams & McVickar, her attorneys, No. Thirty Broad Street, in the City of New York, on or before the first day of August next.—Dated New York the twenty-eighth day of January, 1899. CLARA A. SCHMITT, Administratrix.

MARSHALL, MORAN, WILLIAMS & McVICKAR, Attorneys for Administratrix, 30 Broad Street, Borough of Manhattan, New York City. f4-1aw6mM

THEES, JOHN D.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JOHN D. THEES, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscribers at their place of transacting business, at the office of Sackett & Lang, No. 66 Nassau Street, in the Borough of Manhattan, City of New York, on or before the 15th day of September next.—Dated New York, the 6th day of March, 1899. ANNA THEES, OSCAR D. THEES, JOHN D. THEES, Jr., Executors.

SACKETT & LANG, Attorneys for Executors, 99 Nassau St., Borough of Manhattan, New York City. mh6-1aw6mM

REFEREES' NOTICES.

SUPREME COURT OF THE STATE OF NEW York, County of New York.—HAROLD M. SILL and THOMAS H. DOUGHERTY, as Trustees of Amelia Dougherty and also as Trustees of Pauline Sill, Plaintiffs, against MARGARET BARNES Fox, and others, Defendants.

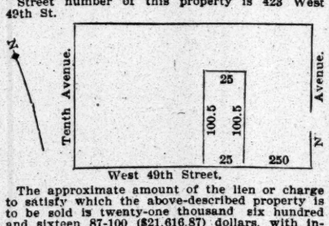
In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date 25th day of July, 1899, I, the undersigned, the referee in said judgment named, will sell at public auction, at the Exchange Salesrooms, now located at No. 111 Broadway, in the Borough of Manhattan, City of New York, on the twenty-second day of August, 1899, at 12 o'clock noon on that day, by Peter F. Meyer, auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land, with the buildings and improvements thereon erected, situate, lying, and being in the Twenty-second Ward of the City of New York, known by the street Number 423 West 49th Street, and said lot being known and distinguished on a map entitled "A Map of 188 Lots in the 12th Ward of the City of New York," being part of the estate late of Philip Webbers, deceased, filed in the office of the Register of the City and County of New York as Lot Number 183, and bounded and described as follows, that is to say, Beginning on the northerly side of Forty-ninth Street at a point distant two hundred and fifty feet westerly from the westerly side of the Ninth Avenue, and running thence northerly on a line parallel with the said Ninth Avenue and along the westerly side of Lot Number 184 on said map and part of the distance through a party wall one hundred feet, and five inches to the centre line of the block between Forty-ninth and Fiftieth Streets, thence westerly along the said centre line of the block being the rear of Lot Number 158 on said map twenty-five feet to Lot Number 192 on said map, thence southerly along the easterly side of the said last-mentioned lot one hundred feet and five inches to the northerly line of Forty-ninth Street, and thence easterly along the said northerly line of Forty-ninth Street twenty-five feet to the place of beginning.—Dated New York, July 27th, 1899.

EDWARD G. WHITAKER, Referee.

CHARLES DE KAY TOWNSEND, Attorney for Plaintiffs, 71 Broadway, Manhattan, New York City, N. Y.

Street number of this property is 423 West 49th St.



The approximate amount of the lien or charge to satisfy which the above-described property is to be sold is twenty-one thousand six hundred and sixteen 87-100 ($21,616.87) dollars, with interest thereon from twentieth day of July, 1899, together with costs and allowances amounting to three hundred and ninety-one ($391.00) dollars, with interest from July 25th, 1899, together with the expenses of the sale. The approximate amount of taxes, assessments, or other liens which are to be allowed to the purchaser out of the purchase money, or paid by the referee, is six hundred and eighty-five 85-100 ($685.85) dollars and interest.—Dated New York, July 27th, 1899.

EDWARD G. WHITAKER, Referee.

jy31-2aw3wM&S&au21&22

REFEREES' NOTICES.

ST. NICHOLAS AVENUE AND 117TH STREET. —New York Supreme Court, County of New York.—NEW YORK SECURITY AND TRUST COMPANY, plaintiff, vs. MAUD NESBIT et al., defendants.

In pursuance of a judgment of foreclosure and sale duly entered in the above-entitled action on the 29th day of July, 1899, I, the undersigned, Referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, City of New York, on Monday, the 21st day of August, 1899, at 12 o'clock noon on that day, by William M. Ryan, auctioneer, the premises described in said judgment as follows:

All that certain piece or parcel of land situate, lying, and being in the Twelfth Ward of the City of New York, Borough of Manhattan, and bounded and described as follows:

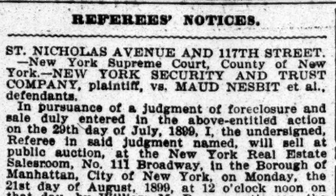
Beginning at a point on the northerly line of One Hundred and Seventeenth Street, distant one hundred and thirty-two (132) feet and eleven (11) inches westerly from the corner formed by the intersection of the northerly line of One Hundred and Seventeenth Street with the westerly line of St. Nicholas Avenue; running thence northerly, parallel with the easterly line of Eighth Avenue, one hundred (100) feet and eleven (11) inches to the centre line of the block between One Hundred and Seventeenth and One Hundred and Eighteenth Streets; thence easterly, along said centre line of the block, seventy (70) feet eleven and one-half (11½) inches to the westerly line of St. Nicholas Avenue; thence southerly, along the westerly line of St. Nicholas Avenue, eighty-eight (88) feet and nine and three-quarters (9¾) inches; thence westerly, on a line parallel with One Hundred and Seventeenth Street, ninety-two (92) feet five and one-eighth (5⅛) inches; thence southerly, on a line parallel with the easterly line of Eighth Avenue, twenty-five (25) feet two and three-quarters (2¾) inches to the northerly line of One Hundred and Seventeenth Street; and thence westerly, along the said northerly line of One Hundred and Seventeenth Street, twenty-five (25) feet to the point or place of beginning; be the said several dimensions more or less.

Dated New York, July 31st, 1899.

RUFUS B. COWING, Referee.

BOWERS & SANDS, Attorneys for Plaintiff, 31 Nassau Street, Borough of Manhattan, New York City, N. Y.

The following is a diagram of the property referred to in the foregoing notice of sale:



The approximate aggregate amount of the plaintiff's lien upon the premises, with interest, costs, and disbursements, is $27,430, and of taxes, assessments, and water rates, $1,183.54. The approximate aggregate amount of prior liens upon the property is $25,000.

RUFUS B. COWING, Referee.

BOWERS & SANDS, Plaintiff's Attorneys.

jy21-2aw6wM&Th&au21

NEW YORK SUPREME COURT, COUNTY OF New York.—WILLIAM J. McGUIRE, plaintiff, against JOHN P. MORGAN and others, defendants.

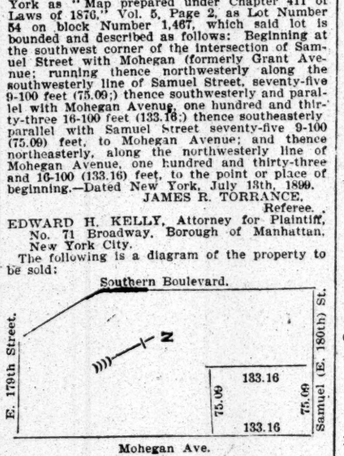
In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date the 12th day of July, 1899, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, now located at No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 8th day of August, 1899, at 12 o'clock noon on that day, by Peter F. Meyer & Company, auctioneers, the premises directed by said judgment to be sold, and therein described as follows:

All that certain plot of ground situate in the Twenty-fourth Ward of the Borough of Bronx, City of New York, known and designated on a map or file in the office of the Department of Taxes and Assessments for the County of New York as "Map prepared under Chapter 411 of Laws of 1876," Vol. 5, Page 2, as Lot Number 54 on block Number 3,467, which said lot is bounded and described as follows: Beginning at the southwest corner of the intersection of Samuel Street with Mohegan (formerly Grant Avenue; running thence northwesterly along the southwesterly line of Samuel Street, seventy-five 9-100 feet (75.09) thence southwesterly and parallel with Mohegan Avenue, one hundred and thirty-three 16-100 feet (133.16) thence southeasterly parallel with Samuel Street seventy-five 9-100 (75.09) feet, to Mohegan Avenue; and thence northeasterly, along the northwesterly line of Mohegan Avenue, one hundred and thirty-three and 16-100 (133.16) feet, to the point or place of beginning.—Dated New York, July 13th, 1899.

JAMES R. TORRANCE, Referee.

EDWARD H. KELLY, Attorney for Plaintiff, No. 71 Broadway, Borough of Manhattan, New York City.

The following is a diagram of the property to be sold:



The approximate aggregate amount of the plaintiff's lien upon the premises, with interest, costs, and disbursements, is $3,534.76. There are no taxes, assessments, or other liens against said premises.—Dated New York, July 13th, 1899.

JAMES R. TORRANCE, Referee.

EDWARD H. KELLY, Plaintiff's Attorney.

SUPREME COURT, COUNTY OF NEW YORK.—THE YOUNG MEN'S CHRISTIAN ASSOCIATION of the City of New York, plaintiff, against RICHARD DUNCAN HARRIS and others, defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action and bearing date the 6th day of September, 1898, I, the undersigned, the Referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 15th day of August, 1899, at 12 o'clock noon on that day, by William Kennelly, auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land, with the dwellings and improvements thereon erected, situate, lying, and being in the City of New York, in the County and State of New York, and bounded and described as follows:

Beginning at a point on the northerly side of Thirty-fourth Street, distant two hundred and four feet four inches eastwardly from the easterly side of Park, formerly Fourth, Avenue; running thence northwardly, parallel with said Park, formerly Fourth, Avenue, ninety-eight feet nine inches; thence eastwardly, parallel with Thirty-fourth Street, twenty-one feet one inch; thence southwardly, parallel with Park, formerly Fourth, Avenue, ninety-eight feet nine inches, to Thirty-fourth Street; thence westwardly, along Thirty-fourth Street, twenty-one feet to the point or place of beginning. The easterly and westerly side walls of the building on said premises belong partly and wholly to said premises.

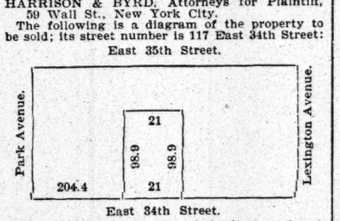
The said premises being known by the street number 117 East 34th Street, and being the same premises conveyed to the said Richard Duncan Harris, by William F. Dana, by deed recorded in the office of the Register of the City and County of New York in Liber 1,626 of Conveyances, Page 83, on October 1, 1881. Subject to the covenants as to buildings and otherwise contained in agreement between Mary Murray and others, recorded in said Register's office in Liber 485 of Conveyances, Page 594, on March 2, 1847.—Dated New York, July 24th, 1899.

JOHN E. WARD, Referee.

HARRISON & BYRD, Attorneys for Plaintiff, 59 Wall St., New York City.

The following is a diagram of the property to be sold; its street number is 117 East 34th Street:

East 35th Street.



The approximate amount of the lien or charge to satisfy which the above-described property is to be sold is $28,000, with interest thereon from the 10th day of July, 1898, together with costs and allowance amounting to $202 71-100, with interest from Sept. 7, 1898, together with the expenses of the sale. The approximate amount of the taxes, assessments, and water rates, or other liens to be allowed to the purchaser out of the purchase money, or paid by the Referee, is $900.00 and interest.—Dated New York, 24th day of July, 1899.

JOHN E. WARD, Referee.

jl24-2aw3wM&Th&au15

SUMMONSES.

SUPREME COURT—NEW YORK COUNTY.—WILLIAM A. HAZARD, plaintiff, against LIZZIE SCOTT, ADAM MORAN, and WINNIFRED MORAN, defendants.—Summons:

To the above-named defendants: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorney within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear, or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated June 29, 1899.

FRANKLIN W. MOULTON, Plaintiff's Attorney.

Post Office address and office, No. 59 Wall Street, New York City.

To the defendant Lizzie Scott: The foregoing summons is served on you by publication pursuant to an order of the Hon. Martin L. Stover, one of the Justices of the Supreme Court of the State of New York, dated the 14th day of July, 1899, and on the said 14th day of July, 1899, filed with the complaint in the office of the Clerk of New York County at the County Court House, in the Borough of Manhattan, in the County, City, and State of New York, which said complaint was originally filed on the 13th day of July, 1899.—Dated July 14, 1899.

FRANKLIN W. MOULTON, jy17-1s9w14&au29 Plaintiff's Attorney.

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MENOMINEE	Aug. 12th
BELGIC	Aug. 19th
MARQUETTE	Aug. 26th
MESABA	Sept. 2

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REPLY TO SECRETARY GAGE

Mr. McAneny on the Treasury's Obedience to Civil Service.

HE CHARGES EVASION OF RULES

Return to the Spoils System—Decisions and Figures Quoted to Refute the Secretary.

George McAneny, Secretary of the National Civil Service Reform League, has addressed a letter to Lyman J. Gage, Secretary of the Treasury. Mr. McAneny's letter is in reply to the Secretary's recent letter to the league concerning the scope and effect of the President's civil service order. Mr. McAneny writes in part as follows:

"In your letter to the Civil Service Reform League, dated July 14, you have challenged the accuracy of certain of the statements contained in my open letter of the 11th. Your references are not to the facts presented in disproof of your charge that the league, in its comments on the President's civil service order, has been guilty of false representation. So far as appears you have dealt with those subjects introduced to show that the attitude of the Treasury Department toward civil service reform has not been consistent, and that your own view of the merits of the order could not, therefore, be accepted without reserve.

"Your letter, being addressed to the league, has been properly referred. Those questions of fact alone that you still raise I shall answer personally.

THE INTERNAL REVENUE SERVICE.

"I showed in my letter that the most imperative call for strict application of the civil service rules, under the present control of the Treasury Department, had been in connection with the administration of the Internal Revenue Service. It was pointed out that since this branch of the civil establishment had so greatly expanded—$273,000,000, or more than half of the annual income of the Government, now being collected through its agency—it had become more than ever important that subordinate officers and employes should be selected for ascertained fitness only, and that the force should be as free as possible from the interference or the mutations of party politics. I then stated that, notwithstanding the fact that the rules did apply to the entire service when you took office, there have since been sweeping changes in 'the force of agents and clerks known commonly as Deputy Collectors,' and that the new appointments were made generally in open disregard of the law, and in most cases for political reasons. On this subject you make the following comments:

"'There are no such clerks and agents. His remarks are without application, unless it be to Deputy Collectors of Internal Revenue, and I do him the credit to believe that it is these he had in mind.'

"Speaking with reference to the entire Revenue Service, you add:

"'Very few removals of any kind have in fact been made, and when made they have been in strict conformity with the President's order of July 27, 1897, which requires, antecedent to removal, the filing of charges and the opportunity for defense.'

"There were 3,282 officers and employes in this branch on Feb. 1 last. Up to that date—and since March 1, 1897—there had been reported to the Civil Service Commission 1,552 separations, including removals and resignations, or about 50 per cent. of the whole. As the Collectors in many districts had for a long time failed to make monthly reports of changes, as required by law, the actual proportion, no doubt, was greater. The meaning of these figures will be more plain when it is considered that among the force of letter carriers—who have been long under the civil service rules—the separations through removal, resignation, and death, in the years 1896-7 were 2.5 per cent., and in the years 1897-8, 2.9 per cent.

REMOVALS OF DEPUTIES.

"Concerning removals made in 'conformity with the President's order of July 1897,' I will show merely what has been the practice in the cases directly in point—those of the Deputy Collectors—without attempting to rehearse the complaints made respecting other classes. I offer the following specimen extracts from the official reports of the Civil Service Commission in these cases."

Mr. McAneny here cites the reports of removals of Deputy Collectors by the Collectors at Richmond, Va.; Nashville, Tenn.; Dallas, Texas, and Baltimore, Md. The reports go on to show that the vacancies created by such removals were filled regardless of the requirements of the civil service rules applying to the cases under consideration.

"Respecting my statement that new appointments were made generally in open disregard of the law, you say:

"'He knew when writing this that there is and long has been a contention as to the legal right of Collectors to appoint their deputies.'

"I not only knew this, but stated both the fact and the attendant circumstances. Certain Collectors had indeed made the novel claim that the law giving them the right to appoint deputies was not modified by the later enactment fixing the method of appointment. This proposition had, however, been promptly rejected by eminent lawyers, whose opinions had been asked by the Civil Service Commission, while the Attorney General, to whom the department had made application declined to give any opinion at all. Whatever other authority may have been invoked has not as yet been published. I suggested, moreover, that the attempt to establish the precedent in these cases, that a statute in operation may be ignored merely because some interested person has questioned its validity, was not only an unusual, but a somewhat revolutionary proceeding.

"But the most surprising explanation offered for some of these appointments is this:

"'But they were made in view of Section 3,148 R. g., (the law granting the right to appoint,) an authority invoked by Collectors for their independent action in the premises, and as he must well know, in some instances sustained by the courts.'

"There are no cases whatever in which the courts have sustained the contention to which you refer. The only cases arising in the Internal Revenue Service have been those involving the right to remove, a radically different thing, and the decisions in these are merely in keeping with previous decisions on the same subject relating to other branches. The Civil Service act itself does not regulate the method of removal as it does that of appointment. It has been held uniformly, therefore, that the removal rule of July, 1897, cannot be enforced by the judicial authority, but that it can be by the Executive. In the suit of Woods against the Postmaster General, the first to be determined, Judge Cox of the Supreme Court of the District of Columbia held as follows:

> The President may lay down rules for the internal policy of his Administration, and may require his chief executive officers dependent upon his pleasure for their tenure of office, to conform to them, or else to sever their official relations with him, and in that sense the rules relied on by the complainant were within his political and executive authority. But the enforcement of such rules is a matter between the President and his Cabinet, and not a matter for the courts, or one in which the complainant has any legal interest.

"Concluding your mention of the Internal Revenue Service, you say:

"'With all the assertions of right and power made by the Collectors to appoint their own deputies, a claim which has been put in practice in certain cases, it still remains true that the restraining influence of the Treasury Department has been such that out of a total of 963 such appointees, 752 Deputy Collectors were appointed, and on May 29 last held their positions, under the provisions of the civil service law and rules.'

RECORDS AGAINST MR. GAGE.

"These figures can hardly be intended to represent, in their proportion, the operation of the law under the present Administration. The records of the Civil Service Commission, with which they are quite irreconcilable, show that during the period from March, 1897, to June, 1898, there were not more than twenty-nine deputies appointed from competitive lists. Up to October, 1898, there were three more so appointed, and, so far as appears, there have been none since. From March, 1897, to February, 1899, on the other hand, 232 appointments of deputies were reported as having been appointed under the contention that these offices were not subject to classification.

"I referred, in my letter, to the appointment of many hundreds of clerks and others, under a partial suspension of the civil service rules, during the progress of the war with Spain. I showed that, notwithstanding the fact that the Civil Service Commission was prepared to furnish practically all of the eligibles needed, its machinery had been deliberately set aside by an act of Congress, and the whole of this great class of appointments placed on a patronage basis. I showed, also, that, while the appointments that have followed have been in both the War and Treasury Departments, the first exempting act was passed as the result of representations made by Treasury officials, to the effect that the Civil Service Commission was not prepared to meet the emergency.

"I have already stated that the commission had at this time 6,000 names upon its clerical registers, and was prepared to furnish as many eligibles as might be needed, at the shortest notice. That this was the natural means of securing such employes you show by your own statement that up to the date in question you had appointed emergency employes under the law, and in no other way—in itself a creditable record.

"In showing the number of persons appointed under this and subsequent exempting acts—persons whose employment has already been continued for a second year and now seems apt to continue indefinitely—I referred for purposes of comparison to the number appointed in the Treasury Department after competitive examination under the civil service law.

"You ask:

"'What is his purpose in making this statement, even if it be true? Is it to insinuate that vacancies have been filled of new clerks appointed contrary to law? Suppose that only fourteen clerks have been drawn from the commission's eligible lists; as the Secretary of the Civil Service Reform League he must know that there are eligibles under the civil service law other than those whose names stand on the eligible lists of the Civil Service Commission.'

OLD SYSTEM RE-ESTABLISHED.

"The places in the Treasury Department really filled, under the war acts, by promotion or transfer—forty-four in all—were mainly in the offices of the Auditors. Including these, the full list of such appointments in the Treasury Department proper, up to Sept. 30, 1898, was 142; in the Internal Revenue Service, 375, (72 clerks and 303 deputies;) and in the War Department, 525—a total of 1,042. Of the appointments in the War Department a number were also made through changes within the service, but by far the greater number were made from the outside. I said to you that, while I offered no speculation as to the character of individual appointees in the Treasury Department or to the influences that had led to their selection, it was clear that, so far as the operation of the civil service law is concerned, the old system had to a very appreciable degree been re-established. To this I will add the assertion that, as a consequence of this policy, the efficiency of entire bureaus in the War Department was seriously impaired at a time when efficiency had perhaps never been so urgently important. When I reaffirm that the exemption from examination, granted as the result of the representations of Treasury officials, was repeated in each following act, without the correction of the erroneous statements made, until finally, under the act of March 3, 1899, all additional employes 'rendered necessary because of the increased work of the war with Spain,' may be appointed, for indefinite terms, 'without compliance with the conditions of the Civil Service act,' the pertinence of this illustration will be plainly apparent.

"In justifying the statement of the league concerning the effect of the rule permitting the reinstatement of persons removed for 'delinquency or misconduct,' without regard to the length of time elapsing since their separation from the service, I pointed out that the way had been opened for the practice of wholesale political reprisals at each change of Administration, involving the multiplication of removals in order to permit reinstatements. I allowed, however, for some limitation on this rule imposed, it was supposed, by the nature of its terms. The Treasury Department has virtually abolished all limitation by adopting the following construction, to be found in 'Treasury Decisions,' under date of June 29, No. 21,313:

> Referring to this clause of Rule 9, it is evident that if persons dismissed from the service on false charges are reinstatable without regard to the one-year-time limit, those persons who have been summarily dismissed without the formality of charges preferred, without delinquency or misconduct, and for no just cause, are equally entitled to reinstatement at any time, and it is held that the rule applies to the latter class.

"The effect of the rule, as thus construed, will be to permit the reinstatement, without examination, of any person dismissed from the service at any past time, with or without the statement of cause, and for reasons altogether within the discretion of department officers. It applies to the whole service the policy against which the Civil Service Commission and the league successfully contended, during the second Cleveland Administration, when it was proposed to permit the reinstatement of the railway mail clerks dismissed at the outset of the Administration of President Harrison. The evil effects of such a plan were pointed out with exceptional clearness in the statements made by Commissioner Roosevelt at that time.

MEANS OF EVASION.

"It has been said that the changes in the removal order of July, 1897, to which I have not as yet alluded, have added to the effectiveness of that ruling. It now appears that the reverse is true. It was pointed out to the President some time ago that in certain departments it had been claimed that this rule—requiring the statement of reasons for removal, and an opportunity for explanation—did not relate to removals made from particular positions, but only to those taking the employe altogether out of the service. It was shown that under this construction, in order to evade the rule, a department officer might reduce the employe to a salary that he could not afford to accept, and thus force him out by indirection.

"In the Philadelphia Post Office alone fifty such reductions were made, affecting, among others, a Superintendent who a year before had received a medal for the highest degree of efficiency in his work. It was suggested that the only way in which to remedy this practice would be to apply to reductions the same reasonable rule that governed removals—a construction already adopted under the Treasury rules. It was supposed by some that the language contained in the revised rule was intended to accomplish this result. A month ago, however, a Superintendent of station in the New York Post Office, who had secured his position by successive promotions, was notified, while at his work, that he would be reduced that same day to a low grade clerkship, involving a change in salary from $2,000 to $1,000. The procedure prescribed for cases of removal was not followed. The case was taken to the Post Office Department, and a formal decision given that under the rule as revised reductions, even of this extreme sort, are not to be considered as removals. The only effect of this change, therefore, is to repeal those parts of the Treasury rules referred to, and to recognize this means of evasion as a regular proceeding. Coupled with the provision for indiscriminate reinstatements, in whatever vacancies may exist or be created, the effect of this ruling will readily be appreciated."

WORK OF ST. JOHN'S GUILD.

Funds Needed to Meet the Expenses of the Floating Hospital.

St. John's Guild has issued a circular setting forth the magnitude of the work being carried on in its particular field of charity. The two floating hospitals carried 18,424 child patients during the first three weeks of their operation. Seven hundred and twenty-nine children were taken to the Seaside Hospital at New Dorp, S. I.

Some of the contributors for this work among the children are "Savings of Carola and Fred," $20; proceeds of an entertainment given by the Storm King Mountain Club, $1; Miss Helen Miller Gould, for one trip of the Floating Hospital, $250; Mrs. H. D. Auchincloss, $100; Mrs. James H. Bowman, $1; Scott, Ellen & William, through Mrs. J. P. Fillebrown, $10; Julie and Esther, $10; Miss J. W. M., through Mrs. John M. Toucey and Mrs. William Kennon Jewett, $25; proceeds of a fair held by six little girls, through L. G. G. Martin, $5.53; Mrs. Mary R. Englesby, $10, and Mrs. Louis Hasbrouck and children, $10.

The expenses of the Floating Hospital are twice as much as in former years, and funds are needed at once to continue the work. Checks should be drawn to the order of William R. Warren, Treasurer, 501 Fifth Avenue.

Franklin Street Fire Insurance.

The insurance on the property of Charles L. Christmann, at 116 and 118 Franklin Street, where a fire occurred Saturday afternoon, was distributed as follows: Underwriters', Hartford, Conn., $5,500; Commercial Union, $5,000; Aetna, Hartford, Conn., $5,000. C. R. Young & Co. will adjust the losses, which amount to about 50 per cent. of the insurance.

Entertainment at the Y. W. C. A.

There will be a unique entertainment at the hall of the Young Women's Christian Association, 7 East Fifteenth Street, this evening, known as "A Midsummer Treat." Admission is free.

GLEASON TO FIGHT TAX RATE.

Long Island City's ex-Mayor Claims There Should Be a Surplus in Queens Borough.

Ex-Mayor Patrick J. Gleason of Long Island City is to fight the Queens Borough tax rate. He instructed his counsel on Saturday to appear before the Municipal Assembly and make an effort to have the rate in Queens made lower, or, failing in this, to go into the courts and fight the case. Mr. Gleason says that if he was not a prisoner he would go before the Assembly himself. He is now serving out a judgment imprisonment and may not leave the County of Queens until the judgment is satisfied.

Mr. Gleason claims that instead of there being a deficiency of over $900,000 for Queens Borough to pay this year, there should be a surplus to the credit of the borough. He claims to have the figures to prove this is true, and challenges Controller Coler to a battle in which figures are to be the weapons. He says that the property owners in what was Long Island City will not be injured by the high tax rate nearly so much as those who live outside of that portion of the borough.

In the old days, he says, the property inside of the old city limits was assessed to its full value and taxed accordingly. Outside of that portion—in the country districts—he says the residents do not yet realize what the tax rate means. To all intents they paid the last year before consolidation about 1 per cent. This year they will have to pay what appears on its face to be about 3 per cent. This, he says, is delusive and likely to lead many to think that things are not so bad as they are painted.

The property in the outlying sections appreciated rapidly in assessed valuation in the hands of the city's Assessors, and in many cases the old assessed valuation was tripled, and in some cases more than that. In those cases the property owners will have to pay about 9 or 10 per cent. upon the old valuations.

MUSIC IN THE PARKS.

Concerts This Evening at Washington Square and Corlears Hook.

There will be music at Washington Square Park by the Eighth Regiment Band to-day at 8 P. M. The following is the programme:

"Star-Spangled Banner."
March, "Echelon".....Retford
Overture, "Triomphale".....Rubinstein
Valse de concert, "Ganymede".....Kuhner
Fantaisie unique, "Gathering of the Nomads".....Ellenberg
Scenes popular, "Runaway Girl".....Caryll
Duet for baritone and cornet.
Messrs. Seltzer and Fookes.
"Lohengrin," (Act III.).....Wagner
Leaflet—
(a) Valse popular.....Mackie
(b) Oddity, "Shuffling Jasper".....Scouton
Gems of Irish song.....Kappey
Galop "Fire and Flame".....Saro

At Corlears Hook Park A. Halle's Military Band will give this programme:

"Hail Columbia."
March, "Heroic".....Rollinson
Overture, "Hunting for Luck".....Suppé
Characteristic, "First Heart Throbs".....Ellenberg
Gems of the season.....Chattaway
Humoresque, "Whistling Rufus".....Mills
Excerpts from "The Fortune Teller".....Herbert
Solo for cornet, "The Moth and the Flame".....Witt
Played by R. L. Halle.
A bouquet of Irish melodies.....Coates
Paraphrase, "Rocked in the Cradle of the Deep".....Lovenberg
March, "National Unity".....Knight
"Star-Spangled Banner."

PLOT AGAINST SURFACE LINES.

Detectives Fail to Find Confederates—Curran Has Visitors.

Detective Sergeant Welles and other Central Office men who are at work on the alleged dynamite conspiracy case for which Francis J. Curran was arrested last Friday evening, had discovered nothing up to a late hour last night to strengthen the belief that Curran had confederates in the plot to blow up the property of the Metropolitan Traction Company, particularly the car barns at Second Avenue and Ninety-sixth Street. There is still a guard of twenty policemen maintained there.

Curran had several visitors yesterday, but declined to make a statement of his connection with the alleged conspiracy. His case will come up for examination before Magistrate Zeller, in the Yorkville Court, this morning.

BURGLARS AT BRIGHTON BEACH.

Two Men and a Boy Caught Robbing the Room of One of the Guests.

Two men and a boy were arrested at the Brighton Beach Hotel yesterday afternoon while in the act of robbing one of the rooms. The burglars, who were subsequently locked up in the Sheepshead Bay Police Station, gave their names as Henry Miller, twenty-five years old, of 39 Delancey Street; Jacob Cohen, twenty-three years old, of 26 Stanton Street, and Abraham Finkin, fifteen years old, of 147 Norfolk Street, all of this city.

The three were observed acting in a suspicious manner on the hotel veranda about 5 o'clock by House Detective Maxwell and Detective O'Connell of the Sheepshead Bay Police Station, who kept a close watch upon their movements. At 8 o'clock, while the majority of the hotel guests were at dinner, the three burglars went up the main staircase to the second floor and got out on the roof of the veranda.

Thence they made their way to the window of Room 171, occupied by George Bodine, a bookmaker, who was at dinner. The window was quickly opened by means of a "jimmy," and Finkin was sent into the room. At this juncture the two detectives, who had watched every move of the trio, appeared and arrested the two men on the veranda. Assemblyman Roche, who is part owner of the hotel, and had been called upon for assistance, went into the room and collared Finkin. The latter had just opened a top bureau drawer which contained $2,000 in bills.

CHASE FOR HIGHWAYMAN.

Bold Attempt at Robbery in a Street in Brooklyn.

A bold hold-up followed by a lively chase after the alleged highwayman caused much excitement in South Brooklyn early yesterday morning. John Bray, a fireman employed on the steamship Viola, lying at Erie Basin, was returning to his ship when a man sprang out of a doorway at Warren and Columbia Streets, and seized him by the throat with one hand while he tried to rifle Bray's pockets with the other hand. Bray shouted for help, and Policeman Cooney of the Hamilton Avenue Station came to his aid.

The highwayman took to his heels and Cooney started in pursuit. The fugitive paid no attention to the policeman's command to stop, and the latter fired two shots after him from his revolver. After a chase of several blocks Cooney caught his man. At the station house the prisoner gave his name as Patrick McCarn, twenty-two years old, of 191 West Ninth Street, Brooklyn.

Naval Militia on a Cruise.

The converted yacht Aileen, manned by a crew of the Brooklyn Naval Militia, cruised up the Sound yesterday, and lay over night in Cold Spring Harbor. The yacht was in command of Lieut. Orlop. The cruise was for practice, the militia being instructed in gunnery and seamanship. About fifteen members of the battalion went to Rockaway Beach yesterday in a gig, and camped out there over night.

Old Apple Woman Held.

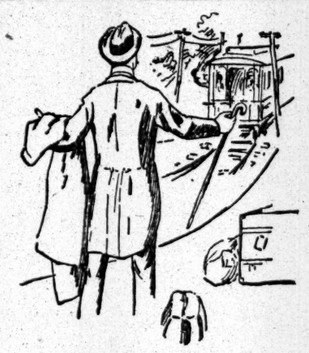
Margaret Barry, who has sold apples and papers around the entrance of the Brooklyn Bridge every since it was first thrown open to the public, and who was arrested Saturday night, was yesterday held for examination in the Centre Street Police Court on a charge of complicity in the theft of a trunk. The trunk was found in the cellar of the old woman's home at 14 Cherry Street. Patrick Shea, better known as "Dopey" Shea, and Thomas Sullivan, who were also arrested, were likewise held for examination.

Found Dead Near a Crossing.

Joseph Spitzmeyer, thirty years old, of Gates Avenue, near the Morris Canal, Jersey City, was found dead near the Ocean Avenue crossing of the Lehigh Valley Railroad at daylight yesterday. The body was badly mangled, and it is supposed that Spitzmeyer was struck by a freight train, which passed west at 2 A. M. The body was removed to the Morgue.

Cornerstone for a New Church.

The cornerstone of the Zion German Evangelical Lutheran Church, at McAdoo Avenue and the Hudson Boulevard, Jersey City, was laid yesterday with appropriate ceremonies by the Rev. William Sanft, pastor. An address in German was delivered by the Rev. F. W. Oswald, President of the New York Conference, and an address in English by the Rev. G. C. Berkemeier. The new church will be of granite and brick, and will cost $30,000.



Off on a vacation?
Write or wire us if you need anything.
We send anything, anywhere.
Everything man or boy wears.

ROGERS, PEET & Co.
350 Broadway, cor. Leonard.
569 Broadway, cor. Prince.
Thirty-second and Broadway.

VICTIMS OF BROOKLYN CARS

Two More Deaths Reported Yesterday Swell the List to 248.

NUMBER OF OTHERS INJURED

One Motorman Who Ran Down a Boy Struck in the Face by an Angry Witness of the Accident.

The green motormen who got the places of strikers on the Brooklyn trolley roads are contributing very largely to the excitement of life in the borough over the bridge. Trolley accidents are every-day affairs in Brooklyn, but since the strike a new record even for that borough has been established. Within the last three days as many people have been killed by the cars, while more than a score of persons have been more or less seriously injured. Two deaths were added to the trolley's ever growing list yesterday, swelling the roll to 248, the number killed since the introduction of the electric railroad in Brooklyn.

Frank Stanton, twenty-eight years old, of 2,131 Fifty-third Street, was run down and instantly killed by a car of the Third Avenue line at Third Avenue and Forty-eighth Street, early in the morning. He jumped from an express car going north, in front of the other car, which was bound south, and which he had not seen approaching.

Philip Schnell, thirty-four years old, of 1,400 Gates Avenue, who was one of seven persons injured in a collision between a car of the Canarsie line and a peddler's wagon at Rockaway and Riverdale Avenues Saturday night, died in St. Mary's Hospital. His skull had been fractured.

Besides these two fatalities, many other trolley accidents, less serious in character, were reported during the day.

Thomas Philpot, fifty-four years old, of 623 Main Street, Paterson, N. J., was thrown from the step of a Marcy Avenue car at Sheepshead Bay and was injured about the legs.

Charles Walters, twenty-nine years old, of Stanhope Street and Underwood Avenue, while crossing Liberty Avenue at Grant Street, was struck by a car of the Liberty Avenue line and received a fracture of the knee cap and several scalp wounds.

Car 816 of the Marcy Avenue line ran into a coupé owned and driven by John Malady of 270 Gold Street, at Marcy Avenue and Quincy Street. Malady was thrown to the street and received contusions of the back and left leg. The coupé was badly damaged.

Six-year-old Frank Conklin, whose parents live at 416 Grand Street, had a narrow escape from what seemed almost certain death. The child was crossing Grand Street, at Rodney, when he was struck by a trolley car of the Grand Street line. The little fellow was caught up in the fender, but he rolled out again before the motorman could stop the speed of the car, and had passed under the front part of the network when the car was brought to a stop. The boy was picked up unconscious, and a call sent to the Eastern District Hospital. Surgeon Bullwinkle found that the boy had received several scalp wounds and abrasions all over the body. He was taken to his home.

Car 141 of the Bergen Street line ran into an open switch at Nostrand Avenue in the evening, and several of the passengers were thrown to the street. Mrs. Millie Armont, twenty-three years old, of 886 De Kalb Avenue, received contusions of the head and arms. She was attended by an ambulance surgeon and went home.

Baldwin Canin, sixty-two years old, of 132 Raymond Street, while attempting to pass between two cars of the Rockaway Avenue line, at Canarsie, was struck by one of them. He received a fracture of the ribs, and was taken home in an ambulance.

James Narlan, five years old, of 49 Columbia Street, while playing in the street in front of his home was struck by Car 2,409 of the Cross-town line. He escaped with a few bruises. When the car was stopped, after the boy had been knocked down, a crowd, which had witnessed the accident, gathered and threatened the motorman. One man in the crowd jumped on the car and struck the motorman in the face. He then ran away. Several policemen drove the crowd back, and when it was seen that the boy had been only slightly hurt the car was allowed to proceed.

WOMAN KILLED BY TROLLEY.

One Brother Seriously Injured and Another Bruised—Their Wagon Hit by a Car.

NEWARK, N. J., July 30.—Miss Irene Simpson, twenty-seven years old, of 113 Mechanic Street, was crushed to death under a trolley car at midnight, her brother, Walter received a terrible scalp wound and other injuries, while her brother, Charles S., escaped with slight bruises and a bad shaking up.

The Simpsons had been out for a drive through the suburbs, and were hurrying home to get out of the rain when the accident occurred.

The brothers and sister were seated in a new bicycle runabout, drawn by a spirited horse. While driving east along Clinton Avenue near Ridgewood Avenue, the horse took fright and bolted on the west-bound track. Car 279 of the Clinton Avenue line was coming along at a high rate of speed. Miss Simpson, realizing the danger, cried out in alarm to her brother Charles, who was driving. He endeavored to get the horse clear of the tracks, but before he had succeeded the car struck the runabout full in the middle. The two men were hurled some distance and landed clear of the tracks, but Miss Simpson was thrown directly in front of the car and was crushed beneath it.

When the car was brought to a stop she was found wedged under the front trucks, and timbers had to be secured to jack the car up before she could be removed. She was still breathing when taken out, but died a few minutes later.

Meanwhile Charles, who was able to rise after the collision, had run screaming for help up the avenue, while those who responded took care of Walter, and assisted him to the office of Dr. Crimmins, a block away, where his injuries were dressed. He was removed to his home in a police ambulance.

Charles became hysterical when he saw the horror of the accident. When he recovered he arranged with Undertaker Skinner, who was near when the accident happened, to look after the remains of his sister.

It was found that Miss Simpson's skull was crushed, and her body mangled. The runabout was demolished, but the horse which was cut loose from it escaped unhurt. He was caught a few blocks away.

Motorman Brown and Conductor Peter Brown, who were in charge of the car, were arrested, and later were charged with manslaughter. They will be arraigned in the Upper Court to-morrow.

KILLED ON JEROME AVENUE.

Man Run Down by a Trolley Car and Ground to Pieces.

Franz Bohmer, seventy-seven years old, of 376 East Seventy-sixth Street, in crossing Jerome Avenue last night, was knocked down by a trolley car and killed. The motorman of the car, Timothy Tracey, of Boston Road and Southern Boulevard, was locked up.

When the car struck Bohmer he was crossing the avenue in the middle of the block between One Hundred and Seventy-fifth and One Hundred and Seventy-sixth Streets. There are few lights there, and the place is quite dark. The car was well upon the man before he saw it, and in an effort to get out of the way he ran directly into it. He was carried under the wheels and wedged in the under framework of the car before the motorman could bring it to a stop.

So firmly was the body wedged in and ground up that it was necessary to jack the car up to get it out. This required half an hour's work, during which time a crowd of a hundred persons gathered, and there was much excitement in the neighborhood.

The body had been cut in pieces, and it finally had to be removed portion by portion. It was carried to the Alexander Avenue Station, where a daughter of the dead man, Mrs. Mary Jones, identified it, and had it taken to an undertaker's.

Staten Island Trolley Victim Dead.

Mrs. Meta Jones of 69 Jersey Street, New Brighton, Richmond Borough, who was struck by a Staten Island electric trolley car in front of her home on Thursday afternoon last, died yesterday afternoon. She was eighty years of age, and at no time was there much hope of her recovery. Daniel Owens, the motorman, is under arrest.

THREE FALLING BABIES.

Two Drop from Fire Escapes and the Other Into the River—Only One Badly Hurt.

Abraham Levy, a coatmaker, lives on the fourth floor front of the big tenement at 318 Rivington Street. He has three rooms. With him to share this meagre space are Mrs. Levy and ten little Levys, the latter ranging from eleven months to thirteen years.

Not the smallest problem that confronts Mr. Levy and his good spouse is what to do with the ten children when night falls. Last night this problem seemed more perplexing than ever. It was solved when Isaac, seven years old, proposed to his mamma that she put him and Abraham, two years old, out on the fire escape. The expedient was not new, and it was adopted.

An hour later the little Levys had all been properly stowed away and quiet reigned. It was suddenly interrupted by a hubbub on the fire-escape, a second commotion in the street below, and the frantic screams of children, both above and below.

The trouble was caused by Abraham, who grew restless in his sleep, and, in trying to explore the fire-escape, fell through the opening. He dropped without impediment until he struck the awning of a delicatessen shop on the ground floor, and then bounded off into a can of garbage near the curbstone.

Here he was found by a neighbor and carried to a near-by drug store. Dr. J. Bouder of 54 Lewis Street said the boy had nothing worse than a slight cut on the ear. He was taken home to parents and weeping brothers and sisters, where he was in danger of suffocation from their frantic welcomes until a neighbor woman interfered in his behalf.

Not quite so fortunate was three-year-old Frederick Miley of 455 West Thirty-eighth Street. He was placed out on the fire-escape on the third floor for a brief nap, but waking fell to the street. He had several ribs fractured, and will probably die.

Another accident in which a child was the central figure occurred last night when an Iron Steamboat from Coney Island discharged her cargo of passengers at West Twenty-second Street. In the excitement of landing, Mrs. Mary O'Brien of 212 East One Hundred and Seventeenth Street dropped her three-year-old child, George, into the river.

Frederick Strauss, a deckhand on the steamer, leaped over the side of the boat and brought the child up in safety. He did it so quickly that the baby was hardly the worse for his experience. Strauss went back to his work as if he had done nothing unusual. Mrs. O'Brien took her baby home.

GAVE NOTICE OF A SUICIDE.

Detroit Man Whose Name Was Used All Right at Home.

A card bearing the name of George M. Bloom, 229 Brooklyn Avenue, Detroit, Michigan, was found on North River Pier 31 yesterday afternoon. Under the name were the words, "With The Detroit Free Press."

On the reverse of the card and written in a legible but hurried hand was the following:

"To-day, the thirtieth day of July, 1899, I have committed suicide. Am tired of living the life of poverty. Good-bye everybody. Notify my people if not too much trouble. George Bloom, 229 Brooklyn Avenue."

The card was picked up on the pier about 5 o'clock by a longshoreman, James Sullivan, who handed it to Policeman Joseph P. Hay, who took it to the Leonard Street Station.

Pier 31 is a new adjunct completed for the New York Central and Hudson River Railroad, and it has not been yet covered with a shed. The day and night watchmen there, as well as some employes of the Pennsylvania Railroad, whose ferry rack adjoins the pier on the south, said last night that there were a number of people going on and off the pier all day and that they had not heard of any one jumping overboard. In fact, they said, it would be impossible for any one to do so without being seen.

DETROIT, Mich., July 30.—George M. Bloom, whose card was found on a pier in New York, is still alive and in this city.

Annual Blanket Sale! | *Annual Blanket Sale!* | *Annual Blanket Sale!*

O'Neill's.

Annual Sale of Blankets!

To-day we begin one of the most important sales of the year—a sale that every thrifty housekeeper within traveling distance of New York always looks forward to with eager interest.

This year's offering will be bigger and better than at any previous season. Glance down these columns and note the remarkable values within your reach.

Eastern Wool Blankets!

Your pick of Five Thousand Pairs at these wonderfully cheap prices:

Ten-Quarter size, 50c., 79c., 95c. $1.50 pr.
Eleven-Quarter size, 98c., 1.15, 1.65, 3.75 pr.
Twelve-Quarter size, 3.75, 3.98, to 4.98 pr.

Crib Blankets!

An immense stock of Crib Blankets in all sizes. The prices this year are unusually low, ranging from 50c. to 4.98 pr.

☞ All cash purchases of these goods delivered free to any railroad station within 100 miles of New York City.

California Blankets!

Ten Thousand Pairs ready for you to-day at these prices—They speak for themselves:

Ten-Quarter size, 2.75, 3.25, 3.98 to 5.50 pr.
Eleven-Quarter size, 2.98, 3.75, 4.50 to 7.98 pr.
Twelve-Quarter Size, 3.98, 4.98, 5.50 to 9.98 pr.

Some extraordinary values in

Bed Spreads!

One thousand Crochet Spreads, full size, choice patterns 59c., 79c., 89c. to 1.35 each.

A special lot of Marseilles Spreads, full size, worth in regular stock, 1.98, 1.25 each.

Equally attractive values up to 3.50.

Orders by mail will receive prompt attention.

Sixth Avenue, 20th to 21st Street.

CARPETS

CONTINUATION OF OUR

Great Clearance Sale!

All the Various Grades in Single Pieces and Patterns We Do Not Intend Duplicating.

AT REMNANT PRICES.

Also a Special Sale of

RUGS! RUGS! RUGS!

New Hartfords.

Equal in Effect to an Oriental and Very Durable. Woven in One Piece. Cannot Be Found Elsewhere in the City.

(Carpet sizes.)

7.6x 9,	former price $33.75;	now.....	$17.00
9x12,	" " 54.00;	"	27.00
10.6x12,	" " 63.00;	"	31.50
12 x12,	" " 72.00;	"	36.00
12 x15,	" " 90.00;	"	45.00

Full Line of All Other RUGS (Foreign and Domestic)

AT SUMMER PRICES!

SHEPPARD KNAPP & CO,

SIXTH AVE., 13TH AND 14TH STS.

Refreshing.

Horsford's Acid Phosphate

A few drops added to half a glass water refreshes and invigorates.

Genuine bears name Horsford's on wrapper.

DISMASTED OFF SANDY HOOK.

Bark Glenrosa Had Almost Poked Her Nose Into Port When She Met a Storm and Was Blown Away.

The Nova Scotia bark Glenrosa, Capt. Henry Card, from Port of Spain, Trinidad, was towed into this port early yesterday morning in a disabled condition by the tug James Ray. Every one of the vessel's topmasts is gone, and her lower masts are badly strained as a result of a drubbing given her by a storm seven days ago off Scotland Lightship, after he Glenrosa had almost poked her nose into port.

The Glenrosa, a stanch vessel of 487 tons burden, sailed from Port of Spain July 6 with an unusually heavy cargo of pitch for New York, and made good weather of it until she picked up the Scotland Lightship, late in the afternoon of last Monday. A heavy sea was running at that time, and the weather had become so thick and foggy that Capt. Card concluded to stand off shore until morning. The vessel was accordingly put about and headed off shore to wait over night for better weather.

The Glenrosa was carrying plain sail at the time, but in some manner got caught in the trough of the sea and rolled so heavily that her cargo shifted early in the evening, and she became unmanageable. At 9 o'clock that night the foretopmast was carried away, and fell into the sea. Before the sailors had time to cut it away it had dragged the maintopmast down with it with a crash, and a moment later the connecting rigging had snapped off the mizzentopmast, and the vessel was in an almost inextricable tangle of spars, sails, stays, and rigging, at which the terrified sailors worked all night cutting away.

During one of the plunges of the bark the forelewermast became unstepped and fell over to one side, where it stood out at an angle of 45 degrees, threatening every moment to go by the board.

The wind was blowing strong, and the vessel was completely at its mercy all night. Early Tuesday morning the crew, by means of steel hawsers used as stays, managed to right the foremast and brace it in a temporary fashion and then set a foresail as best they could, and supplementing it by a spanker managed to keep the ship's head to the wind. The wind finally died out, and the Glenrosa drifted helplessly twenty-two miles to the south.

On Tuesday she sighted the steamship Cherokee, being then fifteen miles east-northeast from Barnegat. The Cherokee was not in a position to tow, but promised to report the Glenrosa's condition and have tugs sent to her aid.

Soon afterward the wind set in from the southwest, and the luckless Glenrosa was blown twenty-six miles to the northeast, bringing up again ten miles off the Scotland Lightship. At 3 P. M. Saturday the tug James Ray found her drifting about like a log, and brought her into port.

The Glenrosa had drifted ninety-seven miles in five days. She had on board Capt. Card, his wife, and thirteen-year-old son Ralph, the first and second mates, six sailors, and the cook. Capt. Card owns one-sixteenth of the vessel, the remainder being owned in Windsor Nova Scotia, whence the Glenrosa hails. The vessel is now lying off Liberty Island and will be repaired.

Bathers Lose Watches and Money.

Kenneth A. and Edward B. Southworth of 142 Columbia Heights, Brooklyn, were robbed at Midland Beach Saturday afternoon. They went bathing, hiring adjoining dressing rooms. When they returned from the water they found their rooms had been opened, and their gold watches and money had been taken. Their loss is about $125.

Body Found in Morris Canal.

A man's body was found in the Morris Canal at Culver Avenue, Jersey City, last evening. The man appeared to have been about forty years of age, and had dark hair and sandy mustache. A notebook in his pocket contained this address: "A. Reiddell, 254 Eldert Street, Brooklyn." A pawn ticket was made out to A. Lewis.

AMUSEMENTS.

MANHATTAN BEACH TO-DAY
4 & 7 P.M. SOUSA AND HIS BAND
8 P.M. PAIN'S SPECTACLE & FIREWORKS.
9 P.M. DE ANGELIS OPERA CO. THE JOLLY MUSKETEER.
MATINEE SATURDAY AT 4.
NEXT WEEK. THE WEDDING DAY.

THE B'way, 44 & 45 Sts. One Adm. to all!
NEW YORK! The Great Golden Spectacle! 500 people! Inc. S. Bernard
The Man in the Moon!
Roof-Covered Aerial Magnolia Grove & Fashion Show in Premen. de Luxe!
Vast Vaudeville! 150 artists! Mme. Herrmann! Letty! First appearance To-night of MAGGIE CLINE!

KOSTER & BIAL'S, 34TH ST. near B'way.
MUSIC HALL & ROOF GARDEN
Vaudeville—Specialties

The New York Times.

WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT.

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STOCK EXCHANGE SUMMARY.

	Shares.
Stocks week ended July 29...	1,584,143
Same week last year.....	1,440,610
Stocks to date this year....	108,199,816
Corresponding date last year.	57,199,882

Bonds for the week.....	$10,570,200
Same week last year.....	$18,662,800
Bonds to date this year.....$600,420,620	
Corresponding date last year.$469,924,980	

Money rate range for week: Collateral loans on call, 2½@4; at three months, 4; at six months, 4@4½ per cent. Commercial paper, sixty to ninety days, 3¾@4 per cent.

OUR LONDON CABLE.

PROSPECT FOR EASY MONEY

State of Affairs in France Causes Influx of Gold to London—Trade Continues Good, and Cash Is Spent Freely—No Opposition to the Increased Navy Estimates—Demand for American Cereals Likely to be Heavy.

Cable Correspondence.

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LONDON, July 30.—As swiftly as it arose, the tightness in the money market seems to be passing away. Early last week it appeared probable that the Bank of England could maintain its hold over the market, and Stock Exchange loans to end in August were rarely granted under 4 per cent., and often 4½ per cent. Discount, too, kept firm at from 3⅝ per cent. to 3¾ per cent., but all the time the market was being undermined. The Bank suddenly ceased to secure any portion of the current business, whether in advances or discounts, and, although the leading bill brokers continue to quote their foreign customers high rates, the tendency is now to sink under 3¼ per cent. Short loan money, too, has fallen in price, in spite of the nearness of the end of the month, until 2¾ per cent. is the best rate obtainable for loans into August. Day money is often no better than 2 per cent.

Why has this sudden change occurred? The causes are various. The inflow of gold, small but steady, has not put enough new credit-generating power in the hands of the open market to have much influence, but it does operate as a cheapener. The ominous state of affairs in France likewise helps by sending French money here for investment, and during these ten days past French bankers have been buying bills on London well below the bank rate. But the most potent depressing influence of all lies with the Bank of England. It screwed rates up by temporarily borrowing large amounts from other banks or from the market. This creates a passing stringency, which draws in money from all quarters, and then, when the Bank repays these advances, the flood of credit becomes greater than ever. Should the bank take back its consols this week, money is bound to be cheap, as the Government is also paying out cash heavily. This week also the holiday season definitely commences, and the promise, therefore, is for easy money till September. But it is obviously most difficult to be sure, just because of these secret and sudden efforts, to force rates up. Some political funk or sharp fall in New York or Berlin exchange might put the Bank again on the warpath, and then the game of seesaw would be renewed.

Apart from the causes mentioned, diminished speculation and the influx of bullion work together to produce moderate ease. Since the beginning of June £4,560,000 in gold has reached the Bank of England from abroad. Of this, £1,750,000 has passed into internal circulation, a proof of industrial activity, and the remainder is held by the Bank. Until last week the Bank of France was competing against us for the supply of metal, but the flow of French money to London already mentioned has raised Paris exchange and driven our rival buyer off. It is probable, therefore, that lower discount rates may prevail for a short time without checking the absorption of new gold by the Bank of England. What the future of our market, and in some degree of all markets, may be after August depends upon the influx of gold more than any other influence.

The trade of the country continues good, especially internal trade, and thus far no important labor disputes have arisen to mar the prospect. The people and the Government are both pleased with themselves, and all are spending money jovially. A few years ago the announcement that an additional £6,000,000 was wanted for naval works, making about £24,000,000 in all for the new naval programme, would have excited a storm of wrath. Now it scarcely draws any passing remark beyond "All right; we can afford it."

The harvest reports from France are now indifferent, but are again better from Russia. The latter's prospects for cereals are fair to good, but for roots they are generally bad. On an average I should say that the probability is that European demands upon American farmers will be heavier this year than last. Should the crops in the Indian northwest fail, as it is now feared they will, much larger food supplies must come from you, and again give to you supreme command over our money market.

I see that Wall Street is working up the prices of railroad securities, but we are not yet quite in the mood to follow your lead slap-bang. We just nibble and buy a few favorites, Louisvilles especially, and if we are not hustled too fast we are sure to come galloping along in our thousands presently. A. J. W.

The Money Market.

During the week just ended the money market was more active than heretofore, but, although easier in tone, rates were relatively uniform throughout. There was an ample supply of funds, and it was a distinguishing feature of the market that the larger financial institutions were at all times ready to make big loans for long periods at current rates.

In the call market practically all the business was transacted at 3½ and 4 per cent. Once or twice a few loans were made at 2½ and 3 per cent., but these were exceptional and not significant. The uniformity of rates was considered remarkable, such steadiness not having been known for quite a while. The demand for call funds from stock brokers increased as the week went on, but it was in the time department that Wall Street's requirements showed most. For accommodation of that class there was quite an active inquiry, and it was evident that many commission brokers were preparing for stock market activity which they expect during the next two months. Rates for collateral loans held around 4 per cent. on good mixed securities for relatively long dates. Where the collateral was of dividend-paying railroad stocks, the rate was usually 3½ per cent., and where the pledged securities included more than the usual quantity of the industrials, 4½ per cent., and sometimes 5 per cent. was demanded by the banks.

Mercantile paper was quiet throughout the week, the demand both in New York and elsewhere being comparatively light. Institutions and individual lenders were disposed to put their funds in collateral loans rather than in the merchants' bills. Commercial paper brokers report a fair supply of attractive names, but the amount offering does not seem to be unusually abundant. Authorities state that any little increase in the demand will soon clean up the market.

At the close of the week many bankers were inclined to look for easier money during the coming ten days. The bank statement was not of a character to make Wall Street believe that rates will decline, but banking authorities state that from present indications the cash position of the local institutions should show improvement from this time on. Next week the Treasury will pay out something like $8,000,000 for interest, and it is probable that the greater part of this money will come directly from the Treasury and will not be drawn from the depository banks. This should reinforce the money market, and, barring unusual demands, should keep it easy. Advices from San Francisco report the arrival there of $500,000 gold from Australia, in addition to the million and more received from the same source last week. Some local bankers regard these Australian shipments as indicating a plan on the part of Great Britain to pay its balances to the United States, in order to protect the Bank of England's reserves and gold.

Albany Lease.

One of the signers of the circular sent out in opposition to the ratification of the New York Central-Boston and Albany lease is quoted in The Boston Globe as thus defining his position:

"Let it be distinctly understood that the opposition is not a matter of sentiment, but a matter of business. It is to the terms of the proposed lease, and not to the leasing of the road, that the opponents object. It is generally known, and even admitted in the circular in favor of the lease, that the New York Central would have been willing to pay $300 in 3½ per cent. bonds for the Boston and Albany stock. Owing to taxation questions this, as stated in the circular, would not have been satisfactory to the many shareholders who wish to hold their investment free from tax, but let us see to what conclusion this brings us.

"The New York Central, had it purchased the stock, paying 300 in 3½ per cent. bonds, would have been obliged to pay substantially the same taxes on the Boston and Albany Road on its 8 per cent. stock as they will have to pay under the proposed lease at 8 per cent. In addition thereto they would have had to pay interest on $300 at 3½ per cent. due on the bonds issued in exchange for Boston and Albany stock. This would be 10½ per cent. per annum and taxes so far as New York Central is concerned.

"Is it possible that the New York Central would have been willing to pay through the issue of its own securities 10½ per cent. per annum to Boston and Albany shareholders in addition to the taxes which it must pay in any event, and yet that it was unwilling to pay more than 8 per cent., with a possible half of 1 per cent. additional under the form of lease? On the contrary, most of the large railroads prefer to guarantee a stock rather than to issue their direct obligations for the purchase of the shares."

Louisville's Earnings.

Recent heavy increases in Louisville and Nashville's earnings are attracting much attention in financial circles, both here and abroad. London has been even more aggressive in its purchases of the stock during the past ten days than local investors and speculators. Financial interests located in Louisville's own territory also seem to be appreciative of the road's progress, for many buying orders in the stock were last week received in Wall Street, and dispatches from the City of Louisville state that both stock and bonds of the company have been recently taken in round blocks by local speculators and investors. A dispatch received from that centre on Saturday said:

"Great confidence is felt in the future of the Louisville and Nashville and its securities. A bank President who has made a study of Louisville and who is intimately acquainted with its business says the road is so well managed that the stock is now on an investment basis. It is positively stated that the earnings now per car mile exceed those of either the St. Paul or Burlington Railroad. Louisville is much more of a favorite here than the Southern, though that, too, has its strong friends in Louisville."

The road's earnings seem to warrant this confidence. Since the beginning of the fiscal year there has been a steady increase of $10,000 a day or better. The third week in July was the biggest week in the history of the road, gross earnings running up to $497,060. This is at the rate of $166 per mile as against $127 per mile earned by St. Paul in the same week.

The Car Famine.

From all parts of the West come reports of a rapidly extending car famine. Dispatches say that the railroads are carrying to their utmost capacity and are obliged to refuse orders daily because of the lack of cars. The General Freight Agent of the Lake Shore says that his Summer business is four times as great as last Summer. The Burlington General Freight Agent says that he would use immediately 10,000 box cars if he could borrow or hire them. The Wabash Freight Agent says that his business is only limited by the capacity of the road. The Michigan Central has just been compelled to refuse a request for 1,500 cars to carry grain to the seaboard, and is

Continued on Page 7.

Stock Transactions New York Stock Exchange Week Ended July 29, 1899.

Range for Year 1899. Highest.	Range for Year 1899. Lowest.	Closing Sat. July 29. Bid.	Closing Sat. July 29. Ask'd	Net Ch'ge Past Week.	STOCKS. Sales Week Ended July 29, 1,584,143.	Amount Capital Sto'k Outstanding.	Last Dividend. Date.	Last Dividend. Per Cent.	Week Ended July 29. First.	High.	Low.	Last.	Closing a Year Ago.	Sales W'k End July 29, 1899.
117¾ February 28.	108¾ January 16.	113	115	..	Adams Express	$12,000,000	June 1, '99.	2	114	115	114	115	103	37
21⅞ May 25.	15 June 15.	16	16½	+ 1	American Car & Foundry Company	29,000,000	.....	..	15½	16⅝	15⅝	16½	....	5,930
65 May 25.	56⅜ June 16.	64	64½	+ 3⅞	American Car & Foundry Company pf.	29,000,000	July 1, '99.	1¾	63¾	64	60¾	64	....	4,493
50 April 20.	35 July 6.	38½	38¾	— ½	American Smelting & Refining Company	27,000,000	.....	..	39¼	39½	37	39	....	6,270
94½ April 20.	80 May 31.	85½	86	+ ½	American Smelting & Refining Company pf.	27,000,000	.....	..	85¾	86	84	86	....	3,640
41⅜ May 3.	24 May 24.	32	32¼	+ 2¼	American Steel Hoop Company	19,000,000	.....	..	30	32½	30	32¼	....	10,005
83½ May 4.	70 May 13.	77½	77¾	+ ⅝	American Steel Hoop Company preferred	14,000,000	July 29, '99.	1¾	77¾	78¼	77	77¾	....	1,995
42¾ July 28.	33¾ March 6.	42¼	42⅝	+ ⅜	American Cotton Oil	20,237,100	Dec. 1, '98.	3	41¼	42⅜	41¼	42⅛	23¾	9,425
95 May 9.	88⅝ January 5.	95	96	+ 1⅝	American Cotton Oil preferred	16,198,600	June 1, '99.	3	92⅜	93⅞	92⅜	93⅞	75½	1,543
13¼ July 22.	8¾ June 20.	11	11¼	— 2	American Linseed Company	13,000,000	.....	..	11½	13½	11	11	....	1,028
54⅝ July 22.	44¼ June 20.	51½	52	— 2½	American Linseed Company preferred	13,000,000	June 15, '99.	1¾	54⅜	54⅝	49¼	52⅜	....	4,557
145 January 9.	133 June 19.	137	140	..	American Express Company	18,000,000	July 1, '99.	3	138¼	138½	138½	138½	138	147
37¼ January 24.	15 July 27.	17¼	17¾	— ¾	American Malting Company	14,500,000	.....	..	18	18	15	17¼	27	5,835
87¼ January 26.	61 July 26.	67½	68¼	— 2	American Malting Company preferred	14,400,000	July 15, '99.	1¾	69¼	70	67	68	77¼	3,846
150 July 27.	*130 February 3.	140	150	..	American Coal Company	1,500,000	Mch. 1, '99.	5	150	150	150	150	....	400
72 May 4.	45 February 8.	58½	58¾	+ 2½	American Steel & Wire	47,100,000	.....	..	56⅛	58½	56	58¼	39	30,935
106⅜ March 13.	82½ February 8.	96¾	97	+ 1.	American Steel & Wire preferred	38,150,000	July 15, '99.	1¾	96	97	96	97	88½	2,255
162 March 20.	123¼ February 4.	159⅞	160	+ 2¾	American Sugar Refining Company	36,968,000	July 3, '99.	3	157	161⅛	156	159⅞	139¾	119,680
123 March 20.	110 January 16.	118½	118¾	..	American Sugar Refining Company pf.	36,968,000	July 3, '99.	1¾	118	118¾	118	118¾	113	89
105 April 18.	99½ March 2.	....	104	..	American Telegraph & Cable Company	14,000,000	June 1, '99.	1¼	103	103½	102	102	95	145
52⅜ April 4.	33 May 24.	36⅝	36½	+ ⅜	American Tin Plate Company	28,000,000	.....	..	37⅞	39½	37⅞	39⅝	....	5,395
99½ February 8.	81 June 1.	85	85½	+ ⅝	American Tin Plate Company preferred	18,000,000	July 29, '99.	1¾	85	85⅝	84	85⅝	....	680
220½ April 5.	88½ June 21.	104	105	+ 7½	American Tobacco Company	54,500,000	†May 1, '99.	2	97¼	105	96⅞	105	121⅞	54,188
150 March 6.	132 January 4.	141	145½	+ 1¼	American Tobacco Company preferred	14,000,000	May 1, '99.	2	143¾	143¾	143¾	143¾	129½	160
43½ May 23.	36 May 8.	40½	41¼	+ ¾	Ann Arbor preferred	4,000,000	.....	..	40¾	40¾	40¼	40¾	....	180
24¾ February 23.	17 May 9.	20½	20⅝	+ ⅝	Atchison, Topeka & Santa Fe	102,000,000	.....	..	19⅞	20⅝	19⅞	20⅝	13¼	7,884
67 February 23.	50⅝ January 7.	62¼	62⅝	+ 1	Atchison, Topeka & Santa Fe preferred	114,199,500	July 20, '99.	1½	61¾	62⅝	61¾	62⅝	34⅜	95,820
70 April 28.	42½ March 22.	55⅝	56	+ ⅝	Anaconda Copper Mining Company	30,000,000	.....	..	55⅞	56⅜	55¼	56⅛	....	6,355
61¼ April 19.	43¾ June 22.	48¾	49	+ ⅝	Baltimore & Ohio	35,000,000	.....	..	48	49	47¾	48⅝	....	2,040
76¾ January 27.	67½ June 21.	72¼	72½	+ ⅝	Baltimore & Ohio preferred	35,000,000	.....	..	72¼	73	72	72⅝	....	2,200
132 April 15.	77¾ January 3.	116	116¾	+ 1	Brooklyn Rapid Transit	43,000,000	.....	..	115¾	117	114¼	116¾	80¼	81,447
160 March 17.	135 June 8.	138	140	+ 2¼	Brooklyn Union Gas	15,000,000	June 1, '99.	3	140¼	140¼	140¼	140¼	121	10[illegible]

Stock Transactions New York Stock Exchange Week Ended July 29, 1899.—Continued.

Range for Year 1899. Highest.	Lowest.	Closing Sat. July 29. Bid.	Ask'd	Net Ch'ge Past Week.	STOCKS.	Amount Capital Sto'k Outstandin	Last Dividend. Date	Per Cent.	Week Ended July 29. First.	High.	Low.	Last.	Closing a Year Ago.	Sales W'k End July 29, 1899.
21¼ January 31.	9¼ May 9.	15¾	16	— ⅝	Brunswick Dock & City Improvement	5,000,000	.....	..	15¾	15¾	15¼	15¼	10¼	250
70 January 23.	50¾ June 2.	53¾	54	..	**Canada Southern**	15,000,000	Feb. 1, '99.	1	54	54	53¾	53¾	53	560
99¼ May 31.	85¼ March 15.	98	98½	..	Canadian Pacific	65,000,000	Apl. 1, '99.	2	97½	97½	97	97	84½	323
53¾ May 17.	45¾ May 9.	52¾	53	+ ⅛	Central Pacific, assessment paid	65,379,000	Jan. 3, '98.	½	51½	52⅞	51¼	52⅜	...	6,500
31½ February 2.	23½ May 31.	28½	28¾	..	Chesapeake & Ohio	60,333,400	.....	..	28¼	28¼	27¾	28¼	22¾	8,870
99¾ April 29.	69¾ July 12.	99¼	99	+ 2⅜	Chicago Consolidated Traction	15,000,000	.....	..	99	99	99	99	99	1,700
142¾ February 18.	124⅜ January 7.	137⅞	138	+ 1⅜	Chicago, Burlington & Quincy	93,700,200	June 15, '99.	1½	136¾	138½	136	137⅞	106½	75,049
70¾ March 29.	57¾ January 4.	70½	70¾	+ 3	Chicago & Eastern Illinois	6,197,800	July '99.	2	68	70	68	70	59	2,150
135 March 2.	113¾ January 3.	121	126	..	Chicago & Eastern Illinois preferred	5,830,700	July 1, '99.	1½	123¼	123¼	123¼	123¼	107¼	126
20¾ January 23.	15 June 1.	16¼	16⅝	+ ⅜	Chicago Great Western	21,238,600	.....	..	14	14¾	14	14½	15¾	13,320
73¾ February 2.	50¾ January 5.	69	69¼	..	Chicago Great Western preferred A	11,364,000	July 31, '99	2	69¼	69¾	69	69¾	59	1,310
32¾ March 28.	23 June 22.	31	32	+ ¼	Chicago Great Western preferred B	7,485,100	.....	..	31½	33	31¼	33	28½	310
93¾ February 15.	83¾ January 3.	90½	91	..	Chicago Great Western debenture	13,470,800	July 15, '99.	2½	89¼	91	89½	90¼	71½	400
12¾ April 25.	7¾ January 6.	10	10½	..	Chicago, Indianapolis & Louisville	10,500,000	.....	..	9¼	9¼	9¼	9¼	10¾	25
46¾ March 6.	37 January 4.	41	42	+ 2¼	Chicago, Indianapolis & Louisville pf.	5,000,000	Mch. 20, '99.	1	43	43	43	43	35¾	110
132⅝ February 20.	120¾ January 4.	132⅝	132⅝	+ ⅝	Chicago, Milwaukee & St. Paul	46,924,200	Apl. 20, '99.	2½	131⅝	133	131½	132⅝	100	53,305
176¾ July 1.	166¾ January 3.	174½	175¾	+ ⅝	Chicago, Milwaukee & St. Paul preferred	35,105,400	Apl. 20, '99.	3½	174½	175	174½	174¾	152	238
169 March 29.	141¾ January 4.	162	162½	+ 2¾	Chicago & Northwestern	30,150,800	July 6, '99.	2½	160	163¾	160	162¼	131¾	4,350
200 June 27.	168 January 19.	196	196¼	..	Chicago & Northwestern preferred	22,396,800	July 6, '99.	1¾	196	196	196	196	175	183
122¾ January 27.	107¾ May 13.	119¾	119½	+ ⅜	Chicago, Rock Island & Pacific	50,000,000	May 1, '99.	1¼	118¼	119¾	118¼	119⅜	96¾	74,060
109¾ June 27.	91 February 8.	108	108½	+ ⅛	Chicago, St. Paul, Minneapolis & Omaha	21,403,200	Feb. 20, '99.	3½	108½	108½	108	108½	83¾	440
25¾ March 27.	7¼ January 6.	14¾	15¼	— ⅛	Chicago Terminal Transfer	13,000,000	.....	..	15	15¼	14¾	15	7¾	720
49¾ March 27.	35¾ January 3.	46	46	..	Chicago Terminal Transfer preferred	17,000,000	.....	..	45¾	45¾	45½	45½	29	650
65¾ April 10.	42¾ January 4.	59¾	60	+ ⅛	Cleveland, Cin., Chi. & St. Louis	28,000,000	Aug. '98.	1¾	58	59	58	59	42¾	4,305
102¾ January 26.	94 May 10.	99¾	100½	..	Cleveland, Cin., Chi. & St. Louis preferred	10,000,000	July 20, '99.	1¼	99	100	99	100	84	400
16¾ January 25.	9 July 5.	9½	11	..	Cleveland, Lorain & Wheeling	8,000,000	.....	..	8	8	8	8	14¾	15
88 April 21.	80¾ February 8.	46¾	48¾	+ ½	Colorado Fuel & Iron	9,250,000	.....	..	45½	46¾	45	46	21	1,435
115 May 11.	83 January 6.	...	102	..	Colorado Fuel & Iron preferred	3,500,000	Feb. 20, '97.	4	105	106	105	105	...	35
6¾ January 7.	7 February 6.	5	6¼	..	Colorado Midland	3,420,200	.....	..	5	5	5	5	...	14
22¾ January 9.	15½ July 14.	15½	17	..	Colorado Midland preferred	4,954,800	.....	..	15¾	17	15¾	17	16	938
8¾ January 6.	4¾ July 12.	5	5¼	+ ⅛	Colorado & Southern	30,998,000	.....	..	5	5⅜	5	5	...	1,325
58¾ March 17.	41¾ June 16.	44½	45	+ ½	Colorado & Southern first preferred	8,500,000	.....	..	44½	45	44½	45	...	1,014
23 March 22.	16 June 2.	16½	17½	..	Colorado & Southern second preferred	8,500,000	.....	..	16½	16¾	16¾	16¾	...	127
18 April 19.	9¾ February 8.	14¼	15	..	Columbus & Hocking Coal & Iron	4,700,000	.....	..	14¾	15	14¾	15	...	710
65¾ April 17.	36 June 21.	43	43¼	+ 2¼	Continental Tobacco Company	48,845,700	.....	..	41	43¾	41	43½	...	53,370
98¼ March 15.	78 June 29.	86½	87	+ 5	Continental Tobacco Company preferred	43,845,000	.....	..	81¾	86½	81¾	86½	...	11,880
223¾ March 11.	163 June 6.	179	179½	+ 2¼	Consolidated Gas	39,078,000	June 15, '99.	1½	177	179½	173¾	179¾	196¾	21,419
50¾ January 31.	40¾ May 31.	42¼	43	..	Consolidated Ice	6,500,000	May 17, '99.	1	42¼	42½	41¼	42	41	840
97 March 13.	87 July 5.	85	89	..	Consolidated Ice preferred	3,500,000	July 15, '99.	1½	90	90	90	90	90	120
128¾ April 20.	106½ January 3.	121½	123½	+ ¾	**Delaware & Hudson**	35,000,000	June 15, '99.	1½	121¾	123½	121	123	107	2,183
179 April 4.	157 January 7.	172½	173	+ 4½	Delaware, Lackawanna & Western	26,200,000	July 20, '99.	1¾	168	173¾	168	173	153	6,120
25¾ April 27.	18¾ January 7.	21¾	22¼	+ ⅜	Denver & Rio Grand	38,000,000	.....	..	21½	22¼	21½	22¼	12	1,175
80 April 27.	63¾ January 11.	76	76¼	+ 1	Denver & Rio Grande preferred	23,650,000	July 17, '99.	2	75	76¾	74¾	76	50¾	2,310
23½ January 3.	13¾ June 1.	20¾	21¼	— ½	Des Moines & Fort Dodge	4,283,100	.....	..	21¼	21¼	20¾	20¾	16¾	400
14 April 22.	7¾ January 4	...	...	..	Duluth, South Shore & Atlantic preferred	10,000,000	.....	..	12¼	12¾	11½	11½	...	300
16¾ January 19.	12⅛ June 23.	13½	13¾	..	**Erie**	112,232,700	.....	..	13¼	13¼	13¼	13¼	13½	200
42 January 24.	33½ June 21.	36¾	37⅛	+ ⅛	Erie first preferred	42,844,000	.....	..	36¾	37¼	36¾	37¼	35	746
41½ June 9.	36 March 28.	39¾	40	..	Evansville & Terre Haute	4,000,000	Aug., '93.	7½	39¼	39¾	39¼	39¼	...	40
75 April 3.	46¾ February 8.	58¾	58½	+ ⅛	**Federal Steel Company**	46,484,300	†July 20, '99.	1¾	58	58¾	57¼	58¾	...	7,851
93½ April 3.	73½ May 13.	80½	80¾	+ ⅛	Federal Steel Company preferred	53,261,100	July 20, '99.	1½	81	81	80	80¼	...	2,594
32¾ May 15.	17 January 4.	30	32	..	Flint & Pere Marquette	3,298,200	.....	..	28	29	28	29	...	200
65 May 19.	45½ January 3.	57	60	..	Flint & Pere Marquette preferred	6,500,000	Feb. 15, '99.	1	58	58	58	58	...	100
30 March 28.	14 February 1.	24	26½	..	Fort Worth & Rio Grande	3,108,100	.....	..	22	25	22	25	12	200
125 July 26.	95½ January 3.	124½	125	+ 4¾	**General Electric Company**	18,276,000	July 15, '99.	1½	119½	125	119½	124¾	...	12,953
76¾ March 20.	62½ April 7.	68¼	69½	+ ½	Glucose Sugar Refining Company	24,027,300	June 1, '99.	1½	69	69¾	68	69½	...	1,039
195 March 13.	142¼ January 6.	167½	168½	..	Great Northern preferred	80,372,100	May 1, '99.	1¾	167	168½	164½	168	120¾	2,920
117⅛ July 13.	97 January 3.	114	116	+ ½	**H. B. Claflin Company**	3,829,100	July 15, '99.	2	115½	115¾	115½	115½	...	333
29 April 27.	22 July 12.	23½	24¼	+ 3¼	Hocking Valley	6,000,000	.....	..	22	24½	22	24¼	...	1,570
60½ April 27.	54½ May 13.	59	59¾	+ 1¼	Hocking Valley preferred	10,600,000	.....	..	57	59¼	57	59¼	...	6,100
122 January 23.	110 June 1.	117⅝	117¾	+ ½	**Illinois Central**	52,500,000	Mch. 1, '99.	2½	116¾	117⅝	116⅞	117½	100⅜	6,728
*103 July 13.	*99¾ June 12.	100	...	..	Illinois Central leased line	10,000,000	July, '99.	2	102	102	102	102	...	30
68¼ January 23.	35 May 13.	41	42	+ ⅝	International Paper Company	17,442,900	July 1, '99.	1	41½	42	40½	42	...	5,370
95 January 5.	75½ July 27.	78½	79½	+ ½	International Paper Company preferred	22,539,100	July 1, '99.	1½	78½	79½	75½	79	...	3,263
85¾ February 4.	10 May 6.	11½	15	..	International Silver Company	10,000,000	.....	..	15	15	15	15	...	10
13½ April 28.	10¾ March 7.	12⅞	13½	..	Iowa Central	8,488,800	.....	..	13¼	13½	13	13	9½	3,865
53⅝ July 25.	42½ May 31.	53	53¼	+ 1⅜	Iowa Central preferred	5,671,000	Mch. 1, '99.	1½	52	53⅝	52	53¼	32½	3,787
15 March 22.	7¾ January 13.	10½	15	..	**Kanawha & Michigan**	9,000,000	.....	..	9¼	9¼	9¼	9¼	...	10
18 January 6.	7 March 15.	6⅞	7	— ⅛	Kansas City, Pittsburg & Gulf	23,000,000	.....	..	7	7	7	7	16	510
58 July 28.	51 March 4.	57	57½	+ 3	**Laclede Gas**	7,500,000	Mch. 15, '99.	1½	54	58	54	57	51¼	4,923
22¾ January 27.	14¾ June 9.	21¼	21½	+ 3⅝	Lake Erie & Western	11,840,000	.....	..	18	22¼	18	21⅜	15	9,620
81½ July 27.	60 January 15.	81	81½	+ 4¾	Lake Erie & Western preferred	11,840,000	Nov. 1, '98.	1¼	76	81½	75	81	71½	5,835
65 April 4.	56¾ January 5.	68	71	..	Long Island	12,000,000	Nov. 2, '98.	1	70	70	70	70	...	280
76 July 29.	63 March 6.	75⅝	75⅞	+ 3⅜	Louisville & Nashville	52,800,000	Feb. 10, '99.	1½	73¼	78	72	75⅝	53¾	37,660
139¾ April 3.	97 January 4.	118½	118⅝	+ ⅝	**Manhattan Consolidated**	48,000,000	July 1, '99.	1	118	119¼	117½	118¾	107	27,390
269 March 28.	187¾ January 11.	212	212½	+ ½	Metropolitan Street Railway	40,000,000	July 15, '99.	1¾	211	213	210½	212	153½	9,810
14¾ July 21.	13¾ July 27.	14	14½	— ½	Metropolitan Street Railway Rights	.....	.....	..	13⅞	14	13⅝	13¾	...	4,702
17½ April 27.	6 January 7.	14¾	15	..	Mexican Central	36,000,000	.....	..	14⅜	15¼	14⅛	15	5	4,005
4¾ April 26.	1 January 6.	3½	5	..	Mexican National certificates	33,350,000	.....	..	3⅝	3⅝	3⅝	3⅝	...	100
16 May 5.	14 April 25.	14½	15¾	..	Metropolitan West Side El. of Chicago	7,500,000	.....	..	15	15	15	15	...	225
58 June 6.	44½ May 5.	56	57	— ½	Metropolitan West Side El. of Chicago pf.	9,000,000	.....	..	56	56	55½	55½	...	323
62½ April 28.	35¼ January 6.	55¾	56	+ ½	Minneapolis & St. Louis	6,000,000	.....	..	55	56	55	56	29¾	800
96½ May 3.	73½ January 10.	90½	91	— ½	Minneapolis & St. Louis second preferred	4,000,000	July 15, '99.	2½	89¾	90¼	89¾	90¼	58½	500
37½ May 18.	1 January 24.	24½	26	+ 1½	Minneapolis, St. Paul & Sault Ste. Marie	14,000,000	.....	..	24	25¾	24	25¾	...	400
72 May 18.	39 February 10.	65	66	+ ¾	Minneapolis, St. Paul & Sault Ste. Marie pf.	7,000,000	.....	..	65¾	65¾	65½	65½	...	344
14¾ January 30.	11¾ May 10.	12¾	13	+ 1⅛	Missouri, Kansas & Texas	52,450,000	.....	..	12	12⅞	12	12⅞	11	1,400
42½ April 3.	30¾ May 31.	36¾	37	+ 2	Missouri, Kansas & Texas preferred	13,000,000	.....	..	34½	37¼	34¼	37	35	24,820
52¾ April 4.	38¾ June 1.	48¾	48¾	+ ¼	Missouri Pacific	47,507,000	July 1, '93.	1	47¾	48¾	47	48¼	35½	31,510
49¾ April 17.	32 January 3.	45¾	...	+ ¾	Mobile & Ohio	5,320,800	Feb. 28, '98.	1	45¾	45¾	45¼	45¾	36¾	1,450
*185 June 1.	176 January 3.	185	...	..	Morris & Essex	15,000,000	July, '99.	3½	184¾	184¾	184¾	184¾	...	13
62 January 21.	41¾ May 16.	47½	47¾	— ½	**National Biscuit Company**	20,000,000	.....	..	48	48¼	47	47½	...	3,465
107½ January 18.	97½ July 7.	97½	102½	..	National Biscuit Company preferred	22,000,000	June 30, '99.	1¾	101	101	100¾	100¾	...	70
40¼ January 20.	28 June 1.	30	31	— 1¼	National Lead Company	14,905,400	Mch. 1, '99.	1	30¼	30¼	30	30	36⅞	600
115 January 21.	110¼ June 14.	112	114	..	National Lead Company preferred	14,904,000	June 15, '99.	1¾	112½	112¼	112¼	112¼	100¾	360
8¾ January 7.	2 July 13.	2	3	+ ½	National Linseed Oil certificates	.....	.....	..	2½	2½	2½	2½	...	350
63 April 24.	43¾ June 2.	51⅜	52¼	+ 2¼	National Steel Company	32,000,000	.....	..	49½	52	49½	52	...	6,770
95 March 28.	87 May 15.	93½	94	+ 2½	National Steel Company preferred	20,000,000	June 30, '99.	1¾	91½	93¾	91½	93¾	...	4,021
122¾ April 22.	97 January 3.	116½	117	+ ½	New Jersey Central	27,053,800	May 1, '99.	1	116	117¾	115¾	117	89¾	4,020
230 July 19.	112 January 3.	198	202	— 1	New York Air Brake	5,000,000	1896.	6	205¾	205¾	199	199	54½	795
144¾ March 29.	121¾ January 3.	139¾	130⅞	+ ½	New York Central	100,000,000	July 15, '99.	1	139¾	141	139	139¾	118¾	42,406
222 April 20.	199 January 19.	212	216	— 1½	New York, New Haven & Hartford	52,308,600	June 30, '99.	2	212½	212½	212¼	212½	190	199
41 January 23.	29½ May 4.	30¾	35	..	New York, Chicago & St. Louis 2d pf	11,000,000	.....	..	31½	32¼	32¼	32¼	36	700
133 June 7.	129½ January 27.	...	...	..	New York, Lackawanna & Western	10,000,000	July 1, '99.	1¼	131	131	131	131	...	10
28¾ March 27.	18¾ January 3.	26¼	26⅝	+ ⅛	New York, Ontario & Western	58,113,900	.....	..	26	26½	25¾	26¼	14¾	5,325
22¾ April 27.	17¾ March 17.	21¼	21½	+ ½	Norfolk & Western	66,000,000	.....	..	20¾	21½	20¾	21⅜	...	4,820
72 July 29.	61¾ January 6.	71¾	71⅞	+ 1¼	Norfolk & Western preferred	22,500,000	Feb. 24, '99.	2	70¾	72	69¾	71¾	53	5,530
12¾ April 19.	6¾ January 6.	11½	11¾	+ ⅜	North American	30,776,300	.....	..	11⅜	11¾	11⅛	11⅝	6¾	3,825
55½ February 16.	42¾ January 7.	51⅞	52	+ ½	Northern Pacific	80,000,000	Feb. 3, '99.	1	50½	52	49¾	52	20½	31,935
81½ February 23.	73 June 1.	77⅞	78	+ ⅜	Northern Pacific preferred	75,000,000	June 5, '99.	1	77½	78	76¾	78	71½	4,950
10¼ April 27.	6 March 23.	7	9	+ ¼	**Ontario Mining**	15,000,000	Dec. 31, '97.	75c	7½	7½	7½	7½	3⅞	130
67¾ February 21.	58¼ July 5.	59	61	..	**Pacific Coast** second preferred	3,914,400	Apl. 17, '99.	2	59	60	59	60	57	90
55 January 30.	43¼ January 4.	48¾	48½	+ ⅛	Pacific Mail	20,000,000	June 1, '99.	1½	47½	48¾	47½	48¾	29¾	2,800
142 January 23.	122½ January 5.	136⅞	137	+ ⅞	Pennsylvania Railroad	129,303,250	May 31, '99.	2½	135⅞	137¼	135¼	137	117	66,691
129½ April 3.	101 May 13.	118¾	119	+ 1	People's Gas, Chicago	28,968,800	May 25, '99.	1½	118	119¾	117¾	119	99¾	16,380
3¾ April 27.	1 January 10.	2	2½	+ ⅜	Peoria, Decatur & Evansville	8,400,000	.....	..	2¼	2½	2¼	2½	...	400
102 March 3.	85 July 24.	...	...	..	Philadelphia Company	7,500,000	July 15, '99.	1¼	85	85	85	85	...	500
88 January 23.	43 May 11.	61	61½	+ 2¾	Pittsburg, Cin. Chi. & St. Louis	24,387,100	.....	..	59½	62¼	58	62	43	24,040
93 January 23.	80 February 10.	83	86	+ 1	Pittsburg, Cin., Chi. & St. Louis preferred	22,640,200	Mch. 20, '99.	1½	86½	86½	86¼	86½	62¼	210
50½ April 13.	43¾ June 1.	55	55¼	+ 3⅝	Pressed Steel Car Company	12,500,000	.....	..	51½	55½	51½	55	...	4,635
99 April 13.	78 May 25.	87½	88½	+ 5⅜	Pressed Steel Car Company preferred	12,500,000	July 10, '99.	1¾	84½	89	84½	89	...	6,540
14 July 28.	7 May 18.	13	14	+ 5	Pittsburg & Western preferred	5,000,000	.....	..	9½	14	9½	14	...	3,800
164⅞ January 4.	156 January 21.	160	161	+ ¾	Pullman Palace Car Company	54,000,000	May 15, '99.	1½	160½	161	160½	160¾	211	320
14 April 13.	8 January 7.	9½	10¾	..	**Quicksilver** preferred	4,291,300	May 15, '99.	½	11½	11½	11¼	11½	5½	10
25 January 24.	19¾ May 13.	21	21¼	+ ⅛	**Reading**	60,900,000	.....	..	20½	21⅛	20¼	21	17¼	1,900
68½ April 4.	51¾ January 7.	60½	61	+ ½	Reading first preferred	28,000,000	.....	..	59½	61	59¼	60½	41½	21,640
38½ January 22.	20½ January 7.	33	33¼	..	Reading second preferred	22,000,000	.....	..	32½	33¼	31¾	33½	21	6,050
80 June 8.	66 January 3.	78	80	..	Rio Grande Western preferred	6,500,000	May 1, '99.	1¼	79	79	79	79	...	100
6 January 9.	3¾ June 24.	5½	5¾	..	**St. Joseph & Grand Island**	4,600,000	.....	..	4½	5¼	4½	5½	6¼	725
55 January 7.	38½ May 24.	51	52	..	St. Joseph & Grand Island first preferred	5,491,000	Jan. 3, '99.	2	46	51½	46	51½	58½	1,115
17¼ January 9.	9 June 1.	16¼	16½	+ 3¾	St. Joseph & Grand Island second preferred	3,500,000	.....	..	14	16½	14	16¼	20	1,664
14⅞ February 1.	8¾ January 6.	11	11¼	+ ¾	St. Louis & San Francisco	26,443,980	.....	..	10¾	11	10¼	11	7½	3,520
44⅞ January 31.	33½ January 5.	38	39	+ 1½	St. Louis & San Francisco second preferred	14,335,700	Mch. 3, '99.	1	37½	38¾	36¾	38¾	26	2,700
17 July 27.	8¾ January 4.	16¼	16½	+ 1½	St. Louis Southwestern	16,500,000	.....	..	15¾	17	15	16¾	5¾	23,265
39¾ July 26.	17 January 3.	38¾	38½	+ 2⅝	St. Louis Southwestern preferred	20,000,000	.....	..	36¼	39¾	36½	38¾	10¾	56,959
58 July 1.	30 January 5.	55	57	— ¾	St. Paul & Duluth	4,660 200	July 5, '87.	3	56½	56½	56½	56½	17½	300
44 January 31.	27 May 9.	33¾	33¾	+ 1¾	Southern Pacific	126,527,900	.....	..	31½	33¾	31½	33½	19¾	34,175
14 January 16.	10¼ January 5.	12	12⅛	+ ⅜	Southern Railway	119,900,000	.....	..	11¼	12⅛	11¼	11⅞	8¾	9,375
55 April 22.	40¾ January 24	53¼	53¾	+ ⅞	Southern Railway preferred	60,000,000	Jan. 20, '99.	1	52¼	53¾	51⅞	53½	31⅝	26,450
12 January 10.	7 June 1.	7	7¾	+ ¼	Standard Rope & Twine	12,000,000	.....	..	7½	7⅞	7	7¾	5¾	2,100
71¼ July 12.	36 January 9.	70⅝	70½	+ 1⅝	**Tennessee Coal & Iron**	20,000,000	Jan., '87.	1	68¾	70¾	68¾	70¾	25½	15,450
25⅝ March 1.	17¼ January 5.	22¼	22⅝	— ¼	Texas Pacific	38,706,700	.....	..	22¾	23	22¼	22½	12½	12,230
15½ January 17.	11¼ June 19.	12	13	..	Texas Pacific & Land Trust	10,370,000	.....	..	12	12	12	12	...	300
242 February 27.	166½ January 25.	185	190	— 4	Third Avenue	12,000,000	May 31, '99.	1¾	190	190	190	190	...	100
73 April 17.	38 January 3.	67½	68¾	+ ⅞	Twin City Rapid Transit	15,010,000	.....	..	68¾	69¾	68¾	69¾	...	800
141 February 24.	117½ January 6.	136	138½	..	Twin City Rapid Transit preferred	2,692,200	July 1, '99.	1¾	138	138	138	138	...	15
50¾ February 21.	38¼ June 20.	44	44¼	+ ¾	**Union Pacific**	87,585,400	.....	..	43½	44¼	42⅞	44	23¾	16,690
84½ January 23.	72 June 1.	77⅞	78	+ ¼	Union Pacific preferred	75,000,000	Apl. 19, '99.	1½	77⅛	78¼	76⅜	77⅜	61½	16,826
45 March 28.	24 June 1.	25½	27	+ ½	Union Bag & Paper Company	16,000,000	.....	..	27	27	26¼	26½	...	800
80 March 29.	76 May 31.	76½	78	..	Union Bag & Paper Company preferred	11,600,000	July 1, '99.	1¾	78	78	77	78	...	230
60 January 11.	48 May 31.	49	51	+ ⅞	United States Express	10,000,000	May 15, '99.	1½	50	50	50	50	42	100
8 January 23.	5⅝ June 21.	6¼	6½	— ¼	United States Leather	61,509,900	.....	..	6⅝	6⅝	6¼	6½	7¼	2,345
78 April 4.	68 June 1.	72	72⅝	— ¾	United States Leather preferred	60,909,900	July 1, '99.	1¼	72¼	72¼	72¼	72⅜	68¼	6,175
57 April 5.	42⅝ January 5.	50¼	50½	+ ¼	United States Rubber	23,666,000	July 31, '99.	1	51	51	50	50¾	38¾	945
121 July 8.	111 January 3.	115¼	116	— ½	United States Rubber preferred	23,525,500	July 31, '99.	2	115½	115½	115¼	115¼	96½	129
8⅞ January 24.	7¼ June 19.	7⅞	7⅞	..	**Wabash**	28,000,000	.....	..	8	8	7¾	7¾	7¾	430
25½ April 3.	19 May 24	23⅜	23¾	+ 1	Wabash preferred	24,000,000	.....	..	22	23½	22¼	23⅜	19¾	8,675
*131 June 30.	*125 February 10.	125	130	..	Wells-Fargo Express	8,000,000	July 15, '99.	3	128	128	127¾	127¾	122½	210
98¼ January 24.	87¼ June 1.	90	90¼	— ⅛	Western Union Telegraph	97,370,000	July 15, '99.	1¼	90¼	90½	89¾	90¼	93	2,229
11½ May 9.	8¾ June 1.	9½	9¾	+ ¾	Wheeling & Lake Erie	15,000,000	.....	..	9¾	9¾	9½	9¾	...	880
64 January 30.	50 June 29.	50	55	..	Wheeling & Lake Erie first preferred	2,500,000	.....	..	54	54	54	54	...	10
32¾ May 13.	21½ June 23.	23⅜	24⅜	..	Wheeling & Lake Erie second preferred	7,000,000	.....	..	24½	24⅞	24¼	24⅝	...	147
16¾ June 13.	13½ May 24.	...	...	..	Wisconsin Central, when issued	.....	.....	..	15¾	15¾	14⅜	15	...	1,460
55 June 13.	48¾ May 26.	52½	53	..	Wisconsin Central preferred, when issued	.....	.....	..	52¾	53	51⅝	52¾	...	2,045

Note—The highest and lowest prices, unless otherwise designated, are based on sales of 100-share lots. *Less than 100 shares. †And on May 1, 100 per cent. in stock. ‡Payment restrained by injunction.

Bond Transactions New York Stock Exchange Week Ending July 29, 1899.

BONDS.

Sales Week Ended July 29. $10,570,200

Week Ending July 29.

	First	High.	Low.	Last.	Sales.
Adams Express 4s	106⅝	106⅞	106⅝	106⅞	8
American Cotton Oil 8s	106¼	106¼	106¼	106¼	11
American Dock & Improvement 5s	116	116	116	116	1
American Tobacco scrip	108	108	108	108	6
Ann Arbor 4s	96	96	96	96	2
Atchison, Topeka & Santa Fé gen. 4s	102	102	101⅞	101⅞	711½
Atchison, T. & S. F. adjustment 4s	85	85½	85	85⅜	242
Austin & Northwestern 5s	97¾	97½	97¾	97¾	5
Baltimore & Ohio 3½s	96½	96⅞	96¼	96¼	163
Balt & Ohio Southwestern Div. 3½s	94½	94½	94½	94½	15
Baltimore & Ohio 4s	101⅛	101¼	100⅝	101	224½
Brooklyn Rapid Transit 5s	115¼	115½	113⅝	113⅝	6
Brooklyn Union Elevated 1st 5s	103⅞	103⅞	103	103	13
Brooklyn Wharf & Warehouse 5s	89¼	89¾	89¼	89¼	3
Buffalo, Rochester & Pittsburg gen. 5s	109⅝	109⅞	109⅝	109⅞	10
Bur., Cedar Rapids & Northern 1st 5s	107½	107½	107½	107½	½
Canada Southern 1st 5s	108¼	108¼	108	108	9
Canada Southern 2d 5s	111½	111⅝	111½	111⅝	7
Central of Georgia consol. 5s	97	97	96	96	153
Central of Georgia 1st pref. income	41¼	42¼	41¼	42¼	34
Central of Georgia 3d pref. income	6¼	6¼	6¼	6½	13
Central Branch, Union Pacific, 4s	89	89	89	89	2
Central of New Jersey general 5s	121¼	121¼	121	121¼	20
Central Pacific 1st, when issued	101	101	100	100⅝	56
Chesapeake & Ohio 4½s	97½	97¾	97	97	99
Ches. & Ohio, Rich. & Alle. 1st con. 4s	104½	104⅝	104½	104½	3
Chicago, Burlington & Quincy, Neb. ext. 4s	113⅝	113⅝	113⅝	113⅝	8
Chicago, Burlington & Quincy, Iowa Div. 4s	107	107	107	107	14
Chicago, Burlington & Quincy conv. 5s	138	138	138	138	1
Chicago & Eastern Illinois general 6s	115½	115½	115	115	6
Chicago & Erie 1st 5s	116¼	116¼	116	116	4
Chicago, Milwaukee & St. Paul gold 7s	170½	170½	170½	170½	1
Chi., Mil. & St. P., Chi., Pac. & West. 5s	121⅞	121⅞	121⅞	121⅞	8
Chi., M. & St. P., Southern Minn. Div. 6s	121	121¼	121	121¼	7
Chi., M. & St. Paul, Chi. & Mo. River 5s	122¾	123	122¾	123	7
Chi., Mil. & St. Paul gen. 4s, Series A	112	112¼	112	112¼	6
Chicago, Rock Island & Pacific general 4s	108¼	108¼	107¾	107¾	128
Chicago Terminal Transfer 4s	99⅝	100	99¾	99¾	58
Chicago & Western Indiana general 6s	122	122	122	122	22
Cleveland, Canton & Southern 1st 5s, tr. r.	90	91	90	91	15
Cleve., Cin., Chi. & St. Louis general 4s	95½	95½	94¾	94¾	59
Colorado Fuel & Iron 5s	90¾	90¾	90¾	90¾	3
Colorado Midland 1st 4s	72	72	72	72	17
Colorado Midland 2-4s	62½	63	62½	63	32
Colorado Southern 4s	89½	89½	88½	88⅝	173
Columbus & Hocking Valley ext. 4s	107¼	107¼	107¼	107¼	1
Denver & Rio Grande 4½s	100	100½	100	100½	2..
Denver & Rio Grande Imp. 5s	105¾	106	105½	106	7
Denver & Rio Grande consol. 4s	100¾	100¼	100	100	6
Detroit City Gas 5s	98½	98½	98½	98½	20
Detroit, Mackinac & Marquette l. g. 3½s	18	19¾	18	19¾	93
East. Tenn., Va. & Ga. consol. 5s	119	119½	119	119½	12
East. Tenn. reorganization lien 4-5s	110	110	110	110	1
Elgin, Joliet & Eastern 5s	109	109¼	109	109¼	24
Elmira, Cortland & Northern 5s	101⅝	101⅝	101¼	101⅛	13
Erie prior lien 4s	92½	92¼	91⅝	91⅝	58
Erie general lien 4s	72½	72¾	72⅝	72⅝	32
Erie 1st consol. 7s	144½	144½	144½	144½	3
Erie 1st ext. 4s	121	121	121	121	26
Erie 3d ext. 4½s	116¾	116¾	116¾	116¾	2
Evansville & Terre Haute gen. 6s	103	103	103	103	1
Flint & Pere Marquette 5s	105¾	105¾	105¾	105¾	6
Fort Worth & Denver City 1st 6-6s	79	79	77	77	28
Gal., Har. & San. An., Mex. & Pac. 5s	104	104	103⅜	103⅞	64
Gila Valley, Globe & Northern 1st 5s	105½	105¼	105¼	105¼	10
Georgia Pacific 1st 6s	119¾	119¾	119¾	119¾	2
General Electric debenture 5s	118	118	118	118	43
Green Bay debenture B	5	6¾	5	6¾	290
Hocking Valley 4½s	101½	101⅝	101	101⅜	34
Houston & Texas Central gen. 4s	88¼	88⅝	88¼	88⅝	37
Illinois Central, St. Louis Div. 3½s	103¼	103¼	103¼	103¼	10
Illinois Central, Louisville Div. 3½s	103¾	103⅝	103	103	60
International & Great Northern 2d 5s	93¼	93½	93¼	93¼	10
International & Great Northern 3d 4s	64½	66	64½	66	21
Iowa Central 1st 5s	113½	114¼	113¼	114	39
Kansas City & Pacific 1st 4s	79	79	79	79	5
Kansas City, Pittsburg & Gulf 1st 5s	61	61¾	61	61¼	75
Kentucky Central 1st 4s	97½	97½	97½	97½	2
Laclede Gas of St. Louis 5s	109¾	109⅝	109⅝	109⅝	5
Lake Erie & Western 1st 5s	120	120½	120	120	15
Lake Shore 3½s	110	110¾	110	110½	7
Lehigh & Wilkesbarre consol. 7s, assented	100¼	100¼	100¼	100¼	5
Lehigh Valley Terminal 5s	114	114	113	113	2
Louisville & Jeffersonville Bridge 4s	97¾	97¾	97¾	97¾	13
Louisville & Nashville unified gold 4s	100⅝	100⅞	99⅝	100⅛	59
Louisville & Nashville coll. trust 4s	99⅝	100	99⅝	100	42
Louisville & Nashville coll. trust 5s	108½	108½	108½	108½	1
Louisville & Nashville general 6s	118	118	118	118	2
Louis. & Nash., Nash., Fl. & Sheffield 1st 5s	110½	110½	110¼	110¼	6
Manhattan Consolidated 4s	109	110	109	110	65
Metropolitan Elevated 1st 6s	118¼	118¼	118¼	118¼	2
Metropolitan Street Railway 5s	124	124	124	124	2
Met. West Side Elevated, Chicago, 4s	98	98½	97¾	98⅜	171
Mexican Central 2d income	12¼	12¼	12	12	20
Mexican International consol. 4s	87	87	86¾	87	69
Mil., Lake Shore & West. ext. & imp. 5s	124	124	124	124	1
Mil. & Northern 1st 6s, 1910, main line	121	121	121	121	1
Minneapolis & St. Louis 1st and ref. 4s	98	98¾	98	98¾	4
Missouri, Kansas & Texas extended 5s	88½	88½	88½	88½	5
Missouri, Kansas & Texas of Texas 5s	90	91	90	90½	5
Missouri, Kansas & Texas 1st 4s	93	93½	92¾	93½	87½
Missouri, Kansas & Texas 2d 4s	68	69½	68	69½	332
Missouri Pacific collateral 5s	97¾	98¼	97¼	98¼	118
Missouri Pacific consol. 6s	118¾	118¾	118½	118¾	90
Missouri Pacific 3d 7s	115½	116	115½	116	22
Missouri Pacific trust 5s	99¾	100	99¾	100	119
Mobile & Ohio, Montgomery Div. 5s	109¼	109¼	108¾	108¾	10
Mobile & Ohio general 4s	87½	87½	86¾	86¾	12
Mobile & Ohio new 6s	127½	127½	127½	127½	3
Nash., Chat. & St. Louis consol. 5s	108	108	108	108	5
New York Central, Lake Shore collat. 3½s	101¾	102	101¾	101¾	60
New York Central, Mich. Central 3½s	102¼	102¼	101¾	101¾	17
New York Central debenture 5s	109	109	108	109	1
New York Central 3½s	111	111	111	111	4
New York & New England 1st 6s	113	113	113	113	1
New York, Ontario & Western refdg. 4s	106	106	105½	105½	15
New York, Sus. & Western gen. 5s	100¾	101	99¾	101	12
Norfolk & Western consol. 4s	95	95¾	94¾	94¼	145
Northern Pacific general lien 3s	68	68	67¼	67¾	95
Northern Pacific prior lien 4s	103½	103½	102½	103¼	57
Northern Pacific terminal 6s	115	115½	115	115½	36
Oregon Railroad & Navigation 4s	101¾	102	101¼	101¾	157
Oregon Short Line consolidated 5s	113½	113½	113½	113½	2
Oregon Short Line 6s	132½	132½	132½	132½	3
Oregon Short Line Income A	95¾	95¾	95	95	9
Oregon Short Line Income B & coll. trust	73¼	74	73¼	74	245½
Pacific Coast 1st 5s	103	103	103	103	3
Pennsylvania Co. gtd. 4½s	115¾	115¾	115¾	115¾	6
Peoria & Eastern 1st	85¾	85¾	84½	84½	22
Peo., Dec. & Ev., Evansville Div. 6s, tr. r.	94½	94½	94½	94½	5
People's Gas, Chicago, 1st consol. 6s	126½	126¾	126¾	126¾	26
Pittsburg, Shenango & Lake Erie 1st 5s	116	116	116	116	3
Pittsburg & Western 4s, trust receipts	99¾	99¾	99¼	99¾	9
Procter & Gamble 1st 6s	113¼	113¼	113¼	113¼	1
Reading general 4s	88¼	88¼	87½	88⅜	159
Rio Grande Western 4s	99	99	98	98½	57
St. Joseph & Grand Island 1st 2-3-4s	83	83	83	83	2
St. Louis & Iron Mountain 4s	98¼	98¼	98	98¼	264
St. Louis & Iron Mountain gen. 5s	113⅝	114¼	113¼	114	397
St. Louis & Iron Mountain 1st ext. 4½s	106	106	106	106	1
St. Louis & San Francisco general 6s	124¾	124¾	124½	124½	10
St. Louis & San Francisco consol. 4s	85½	85½	85½	85½	80
St. Louis & San Francisco general 5s	102¾	103¼	102¾	102¾	23
St. Louis & San Francisco 2d 6s Class B	114	114	114	114	5
St. Louis Southwestern 1st 5s	96¾	96½	95¾	96	265
St. Louis Southwestern 2d income	65¾	66¼	65¼	65	1,263½
St. Paul & Duluth consol. 4s	98¼	98¼	98¼	98¼	4
St. Paul, Minn. & Man., Montana ext. 4s	105	105	105	105¼	6
St. Paul, Minn. & Man. consol. 4½s	116¾	117	116¾	117	17
St. Paul & Northern Pacific 6s, registered	132	132	132	132	3
San Antonio & Aransas Pass 4s	80¼	80¾	80	80¾	29
Santa Fé, Prescott & Phoenix 1st 5s	107½	107½	106¾	107½	123
South Carolina & Georgia 1st 5s	103	103	103	103	20
Scioto Valley & New England 4s	100¼	100¼	100¼	100¼	2
Southern Pacific of California 5s, stamped	106¾	106¾	106¾	106¾	31
Southern Pacific collat. tr. 4s, when issued	84¾	84¾	84¼	84¼	178
Southern Pacific of Arizona 1st 6s	112¾	112¾	112	112	25
Southern Railway 5s	104¾	104¾	103¾	103¾	63
Standard Rope & Twine 5s	35	35	35	35	10
Standard Rope & Twine income	20½	20½	20½	20½	10
Texas Coal & Iron 1st, 2d Guar. 5s	107½	109	107½	109	68
Texas Coal & Iron 1st, Birm. Div. 5s	104¾	104¾	104¾	104¾	15
Texas Pacific-1st 5s	113	114	114	114	9

BONDS.

Week Ending July 29.

	First.	High.	Low.	Last.	Sales.
Texas & New Orleans consol. 5s	103¾	104	103¾	103⅞	29
Third Avenue 5s	127	127	127	127	10
Toledo, St. Louis & Kansas City 1st 6s, tr. r.	117	117	115½	115½	95
Toronto, Hamilton & Buffalo 1st 5s	99	99	99	99	6
Ulster & Delaware 1st 5s	104	104	104	104	5
Union Pacific new 4s	106	106	104¾	105¾	188
Wabash 1st 5s	117	117	116½	117	8
Wabash 2d 5s	102¼	102½	102	102½	36
Wabash debenture, Series A	75	75	75	75	10
Wabash debenture, Series B	36	37½	36	37⅜	693
West Shore guaranteed 4s	114½	114½	114¼	114⅜	11
West Short gtd. 4s, registered	114	114	114	114	7
West. New York & Pennsylvania gen. 3-4s	70¼	70¼	70¼	70¼	1
Western Union collateral trust 5s	114	115½	114	115½	2
Wheeling & Lake Erie 1st 5s	108	110	108	110	24
Wilkesbarre & Eastern 1st 5s	106	106	106	106	1
Wisconsin Central 1st, trust receipts	76	76¼	75½	75½	178
Wisconsin Central 1st 4s, when issued	94½	94½	94¼	94¼	56
Total sales					$10,434,000

GOVERNMENT BONDS.

Bond Transactions New York Stock Exchange Week Ended July 22, 1899.

United States 4s, 1925, coupon	130½	130½	130½	130½	27
United States 4s, 1907, registered	112¼	112¼	112¼	112¼	10
United States 4s, 1907, coupon	113½	113½	113½	113½	8
United States 3s, coupon	109½	109¾	108⅞	109	90½
United States 3s, coupon, small	108¾	108¾	108¾	108⅞	27
United States 3s, registered	108¼	108¼	108¼	108¼	½
Total sales					$136,200
Grand total					$10,570,200

*In $100.

GOVERNMENT BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1899.

	Highest.		Lowest.		Last Sale.	
United States 2s, registered	101½	July 7	99	Feb. 3	101½	July 15
United States 4s, 1907, registered	114	June 29	111	Mar. 2	112¼	July 27
United States 4s, 1907, coupon	114½	June 22	112½	Jan. 3	113½	July 25
United States 4s, 1925, registered	130⅜	May 24	128	Feb. 14	130¼	July 10
United States 4s, 1925, coupon	131	June 2	128	Feb. 10	130½	July 26
United States 5s, registered	113½	Apr. 8	111¾	Feb. 6	112⅝	May 24
United States 5s, 1904, coupon	113½	Apr. 3	111¾	Mar. 8	112⅝	July 6
United States 3s, 10-20, 1918, coupon	109½	May 31	106⅝	Feb. 23	106	July 28
United States 3s, 10-20, 1918, small	109½	July 11	106½	Jan. 5	108⅞	July 26
United States 3s, 10-20, 1918, reg	109⅜	June 5	106½	Jan. 4	108½	July 15

Last sales in 1898 of Government bonds not yet dealt in on the Stock Exchange this year:

U. S. Currency 6s, 1899	102½ Oct. 17	District of Columbia 3-65s	118 Nov. 28

STATE BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1899.

	Highest.		Lowest.		Last Sale.	
Alabama, Class A	113	June 1	110	Feb. 27	112¾	June 5
Louisiana consolidated 4s	110	Apr. 24	108¾	Jan. 30	110	Apr. 28
Louisiana consol. 4s, small	109½	Feb. 27	109½	Feb. 27	109½	Feb. 27
North Carolina consol. 4s	108	June 30	98¼	Jan. 13	97	July 12
Tennessee settlement 3s	99	June 30	96¼	Jan. 13	99	June 30
Tennessee settlement 3s, small	96	June 30	96	Jan. 20	95	Feb. 27
Virginia deferred 6s, trust receipts	9	Mar. 5	6	Mar. 4	6	July 18
Virginia funded debt 2-3s, 1991	87	Jan. 27	82½	Jan. 3	86½	July 14

Last sales in 1898 of State bonds not yet dealt in on the Stock Exchange this year:

Alabama, Class A, small	105 Aug. 10	Alabama, Class C	104 Nov. 30
Alabama, Class B	108 Sept. 26	North Carolina 6s, 1918	128 Feb. 23

TREASURY STATEMENT.

WASHINGTON, July 29.—Following is a statement of the condition of the United States Treasury and the receipts and expenditures of the Government on the 29th day of July, 1899:

CASH IN THE TREASURY.

Gold coin	$152,082,423.87		
Gold bullion	125,432,541.13		
		$277,514,965.00	
Outstanding gold certificates	$34,251,519.00		
Less gold certificates in Treasury	1,656,110.00		
		32,595,409.00	
			*$244,919,556.00
Standard silver dollars		$408,000,323.00	
Outstanding silver certificates	$407,042,504.00		
Less silver certificates in Treasury	4,234,852.00		
		402,807,652.00	
			5,192,671.00
Silver bullion			981,574.96
Standard silver dollars of 1890	$9,083,098.00		
Silver bullion of 1890, (cost)	84,007,182.00		
		$93,100,280.00	
Less outstanding Treasury notes		93,100,280.00	
		$35,171,817.00	
United States notes			
Outstanding currency certificates	$20,785,000.00		
Less currency certificates in Treasury	730,000.00		
		20,055,000.00	
			15,116,817.00
Treasury notes of 1890	$1,070,010.00		
National bank notes	3,722,032.34		
Fractional silver coin	5,940,162.19		
Fractional currency	68.26		
Minor coin	203,225.38		
Deposits in National banks	78,192,122.43		
Bonds and interest paid	5,252,108.60		
		$93,779,729.20	
Less National bank 5 per cent fund	$0,156,289.56		
Outstanding checks and drafts	7,733,878.36		
Disbursing officers' balances	56,546,304.90		
Post Office Department account	5,105,676.82		
Miscellaneous items	2,126,455.16		
		80,666,484.80	
			13,113,244.40
Available cash balance, including gold reserve			$279,394,163.36

RECEIPTS.	This Day.	This Month.	This Fiscal Yr.
Customs	$333,385.35	$16,324,867.46	$16,324,867.46
Internal revenue	1,013,037.61	26,705,477.29	26,705,477.29
Miscellaneous	93,473.33	2,136,634.76	2,136,634.76
Total receipts	$1,439,896.29	$45,166,979.51	$45,166,979.76
EXPENDITURES.			
Civil and miscellaneous	1,303,000.00	13,277,000.00	13,277,000.00
War	555,000.00	19,140,000.00	19,140,000.00
Navy	265,000.00	4,875,000.00	4,875,000.00
Indians		530,000.00	530,000.00
Pensions	10,000.00	12,920,000.00	12,920,000.00
Interest	100,000.00	5,050,000.00	5,050,000.00
Total expenditures	$2,233,000.00	$55,792,000.00	$55,792,000.00
Excess of expenditures over receipts	793,103.71	10,625,020.49	10,625,020.49
Receipts last year—			
Customs	304,542.44	14,298,745.67	14,298,745.67
Internal revenue	924,860.42	24,903,767.17	24,903,767.17
Receipts from all sources last year	1,258,001.26	41,605,691.18	41,605,691.18
Expenditures last year	2,850,000.00	72,550,000.00	72,550,000.00

NATIONAL BANK FUND.

Deposits under act July 14, 1890	128,800.00	892,320.00	892,320.00
Redemptions under act July 14, 1890	92,707.50	1,181,260.50	1,181,260.50

REDEMPTION OF NOTES.

	U. S. Notes. (Since 1879.)	Treasury Notes. (Since 1890.)	Total.
To date	$536,832,165.00	$100,145,961.00	$637,041,126.00
This fiscal year	1,398,540.00	638,260.00	2,036,818.00
This month	1,398,540.00	638,260.00	2,036,818.00
This day	202,367.00	25,534.00	227,901.00

*Net gold and bullion, including $100,000,000 reserved for redemption of United States notes, Section 12, act July 12, 1882.

MONEY AND EXCHANGE.

Money on call during the week loaned at 2½@4 per cent., closing on Saturday at 3 per cent.

Time money, 4 per cent. for sixty days to four months, and 4@4½ per cent. for longer periods. Commercial paper rates, 3½@4 per cent. for sixty to ninety days' indorsements, 4@4½ per cent. for choice single names, and 5@6 per cent. for others.

The Bank of England gained £357,000 bullion during the week, and the proportion of reserve to liabilities, which in the previous week was 42.80, became 44.39 per cent. The rate of discount was unchanged at 5½ per cent. The Bank of France gained 2,625,000 francs gold and lost 175,000 francs silver.

Foreign exchange market weak. Posted rates were $4.84½ for sixty days and $4.88 for demand. Actual rates were $4.83⅝ for sixty-day bills, $4.86¼@4.87 for demand, $4.87@4.87½ for cable transfers, and $4.83½ for commercial.

In Continental, Paris francs were quoted at 5.20⅜ for long and 5.18⅛ for short; reichsmarks at 94 7-16@94⅝ and 95¼ and guilders at 39 15-16 and 40⅛.

New York exchange was quoted as follows: Chicago—25c discount. Boston—Par. San Francisco—Eight, 10c premium; telegraphic, 12½c premium. New Orleans—Commercial, 50c discount; bank, 50c premium. Savannah—Buying, 1-16c discount; selling, 75c per $1,000 premium. Charleston—Buying, par; selling, ⅛c premium. Cincinnati—Between banks, par@50c discount; over counter, 50c premium. St. Louis—10c premium.

Complete Bond Quotation List, New York Stock Exchange, Week Ending July 29, 1899.

	Range for Year 1899. Highest.	Lowest.	Last Sale.	Bid. Ask'd.
Alabama Midland 1st gtd. g., 1928.	102¾ Jun 15	98 Feb 15	101 June 19	98 ...
Ann Arbor 1st g. 4s, 1995.	99½ Jul 18	87¾ May 10	94 July 27	94½ 96
Atch., Top. & S. F., gen. g. 4s, 1995.	103¾ Jul 18	87¾ May 10	98 July 29	101¾ 101⅝
Do., registered	103¾ May 31	99¾ Apr 7	101¼ July 29	... ...
Do., adjustment g. 4s, 1995.	85⅝ Jan 23	100 Jan 20	101 Mar 29	... ...
Do., do., registered.	85⅝ Jul 8	73 Jan 6	85⅝ July 29	85¼ 85½
Atl. Av. of Brooklyn imp. g. 5s, 1934.	116 Jan 20	106 Jan 9	110 July 20	... ...
Atlantic & Danville 1st g. 5s, 1950.	102 May 19	100¼ Jan 19	102 June 5	55 ...
Baltimore & Ohio—				
Balt. & Ohio prior lien g. 3½s, 1925	100⅝ May 26	96¼ Jul 27	96¾ July 29	96 96¼
Balt. Belt 1st g. 5s, int. gtd. 1990.	102¼ May 25	100¼ May 12	101 July 29	100⅝ 101
West Va. & Pitts. 1st g. 5s, 1990.	106½ Mar 8	106¼ Mar 8	106½ Mar 8	... ...
Monongn. River 1st gtd. g. 5s, 1919.	... ...	... ...	105¾ Oct. 98	... ...
Cent. Ohio reorg. 1st con. g. 4½s, 1930	112 Feb 15	108¼ Jan 11	111 June 5	... ...
Ak. & Chi. Junc. 1st gtd. int. g. 5s, 1930	115 Jan 19	115 Jan 19	115 Jan 19	... ...
Col. & Cin. Mid. 1st ext. 4½s, 1939.	85 Jan 19	85 Jan 19	85 Jan 19	... ...
B. & O. SW. RR. 1st gtd. g. 4½s, 1990.	... ...	... ...	98 Jan 19	... ...
Do., 1st consolidated g. 4½s, 1993.	111 Feb 3	107¾ Jan 12	108 Mar 13	... ...
Do., do., trust receipts.	94 Jan 23	93¾ Jan 23	94 Jan 23	... ...
Do., 1st inc. g. 5s, Series A, 2043.	94 Jan 27	94 Jan 27	94 Jan 27	... ...
Do. do., Series B, 2043.	33½ Jan 11	32 Jan 11	32¼ Jan 11	... ...
Do., do., trust certificates.	34 Jan 26	30¼ Jan 26	32¼ Jan 11	... ...
Ohio & Mississippi 2d con. 7s, 1911.	119½ Feb 10	114 Feb 10	114 Feb 10	... ...
Do., do., trust certificates.	130¾ Jan 20	125 Apr 11	125 Apr 11	... ...
Do., 1st Springfield Div. 7s, 1905.	128¾ May 21	126 Mar 8	128 June 3	... ...
Do., do., trust certificates.	106 Jan 30	103 Mar 17	104¾ May 29	... ...
Do., 1st con. 4s, 1947.	112 Apr 28	102½ Feb 25	105 June 5	... ...
Do., 1st gen. 5s, 1932.	120 Jan 30	106¾ Jan 6	112 Jan 30	... ...
Brooklyn Rapid Transit g. 5s, 1945.	89 Feb 4	89 Feb 4	89 Feb 4	... ...
Brooklyn City 1st consol. 5s, 1941.	115½ Jul 14	102¼ May 31	117¾ July 27	115¼ ...
Bkyn.Q.Co. & S.1st con.gtd.g.5s,1941	117½ Apr 5	117½ Apr 5	117¾ Apr 5	118 ...
Brooklyn Union El. 1st g. 4-5s, 1950.	108¾ Apr 20	105¾ Jan 4	107½ July 21	107 107½
Brunswick & Western 1st g. 4s, 1938.	104¾ Jul 8	103 Jul 27	103 July 29	... ...
Buff., Roch. & Pitts. gen. g. 5s, 1937.	111 Feb 20	107½ Jan 7	107¾ Sep., 96	... 104
Do., con. 1st g. 6s, 1922.	129 Jun 28	127¼ Mar 15	129 June 28	108¾ ...
Clearfield & Mah. 1st gtd. g. 5s, 1943	130½ Jul 6	129 May 15	130¾ July 6	129½ 130¾
Buffalo & Susquehanna 1st g. 5s, 1913.	... ...	... ...	103 Ap 14, 97	... ...
Buff., St. Mary's & Southwest. 5s, 1927	105 Feb 17	101¼ Feb 8	100 Feb., 96	... ...
Bur., Cedar Rap. & Nor. 1st 5s, 1906.	100¼ Feb 15	100 Feb 15	100 May 12	108 109
Do., con. 1st and col. tr. g. 5s, 1934	117¾ May 15	106 Jun 10	108 July 12	... ...
Do., do., registered.	110¼ May 19	111 Jan 7	116½ July 20	116½ ...
Minn. & St. L. 1st gtd. g. 7s, 1927.	110¼ Feb 4	110¼ Feb 4	110¼ Feb 4	... ...
C. R., I. Falls & N. W. 1st g. 5s, 1921	105 Jan 6	105 Jan 6	140 Feb 14, 97	... ...
Canada Southern, 1st, int. gtd. 5s, 1908	111¼ Jun 12	108 Jul 5	108 July 26	108½ ...
Do., 2d 5s, 1913.	112 Feb 24	100 Mar 6	111⅝ July 28	111¼ ...
Do., do., registered.	... ...	... ...	107¾ Jul 28,98	... ...
Central Br. Union Pac. 1st g. 4s, 1948.	93⅜ Jan. 31	89 Jul 25	106 Ja 30, 97	... ...
Cen. RR. & Bkg.Co. of Ga.col.g.5s,1937	96 Apr 26	95 Jan 18	96 Apr 26	... ...
Cent. of Ga. RR. 1st g. 5s, 1945.	120 Jun 29	116¼ Mar 28	120 June 29	... ...
Do., con. g. 5s, 1945.	100¼ Apr 29	91¾ Jan 31	100 July 29	96¼ 96¾
Do., 1st pf. inc. g. 5s, 1945.	44¼ Feb 23	38 Feb 8	42¾ July 29	42½ 43
Do., 2d pf. inc. g. 5s, 1945.	15 Feb 20	11 Apr 10	13 July 14	12¼ 13½
Do., Macon & Nor.Div.1st g.5s,1946	7¾ Feb 27	6 May 31	6¾ July 28	6¾ 6¾
Do., Middle Ga. & Atl. 5s, 1947.	... ...	... ...	65 De 23, 98	... ...
Do., Mobile Div. 1st g. 5s, 1946.	102 Jun 29	102 Jun 29	102 June 29	... ...
Cent. of N. J. 1st conv. 7s, 1902.	... ...	... ...	99 June 29	95¾ ...
Do., conv. deb. 6s, 1908.	112 Jan 11	109¼ May 3	110 Jul 6, 98	... ...
Do., gen. g. 5s, 1987.	112¾ Mar 20	112¼ Mar 20	110 June 6	110¼ ...
Do., do., registered.	122½ Jun 24	113¾ Jan 3	112¼ Mar 20	... ...
Lehigh & Wilkes. Coal con.as.7s,1900	121¾ Jul 22	112¼ Jan 7	121¾ July 22	120½ 121½
Do., 5s, 1912.	102¾ Apr 1	99¾ Jan 7	100¾ July 25	... ...
Am. Dock & Imp. Co. 5s, 1921.	106 May 27	97¾ Jan 11	100 May 6	100½ ...
N. J. Southern Int. gtd. 6s, 1890.	116¼ Jul 11	114 Apr 27	116 July 25	115 ...
Cen. Pac. ext. g. 5s, Ser. A, B, C, D, 1898	... ...	... ...	101 No 13, 97	... ...
Do., ext. g. 5s, Series E, 1898.	... ...	... ...	103 Fe 24, 98	... ...
Do., ext. g. 5s, 1899, Speyer certs.	100 Jun 6	103¼ Mar 20	102 Fe 21, 98	... ...
Do., ext. g. 5s, 1901, Speyer certs.	107½ Feb 24	103 Mar 20	107¼ July 20	... ...
Do., Speyer & Co., cts. dep. E, 1900.	... ...	... ...	103¾ Mar 23	... ...
Do., San Joaquin Br. g. 6s, 1900.	... ...	... ...	103 Oct 20,98	... ...
Do., do., Speyer certificates.	108¼ Mar 11	105¼ Feb 23	108¼ Mar 29	... ...
Do., gtd. g. 5s, 1939, Speyer certs.	113¾ Jan 15	112¾ Jun 19	112¾ June 19	... ...
Do., land grant g. 5s, 1890.	125¾ May 27	122¼ Feb 10	123¾ July 20	... ...
Do., do., Speyer certificates.	110¾ Mar 14	107	107	... ...
Do., C. & O. Div. ext. g. 5s, 1918.	112 Apr 19	112 Apr 19	112 Apr 19	... ...
Do., do., Speyer certificates.	122¾ May 27	120¾ May 19	122¼ May 27	... ...
Western Pacific g. 6s, 1899.	121¾ Jun 19	121¾ Jun 19	121¾ June 28	... ...
Do., do., Speyer certificates.	105 Mar 10	103 Jan 19	104¾ Apr 6	... ...
North. Ry of Cal. 1st gtd. g. 6s, 1907	109¼ Jun 2	105¼ Apr 15	108¾ July 7	... ...
Do., gtd. g. 5s, 1938.	... ...	... ...	98 Au 6, 97	... ...
Ches. & Ohio g. 6s, Series A, 1908.	110½ Jun 14	117 Apr 14	105½ Dc 10, 98	... ...
Do., g. 6s, 1911.	121¼ Feb 21	118¾ Mar 2	119½ June 14	118 121½
Do., 1st con. g. 5s, 1939.	122 Apr 25	117¾ Jan 3	119 June 28	119 123½
Do., do., registered.	118½ Mar 15	117 Jan 3	119 July 18	119¾ ...
Do., gen. g. 4½s, 1992.	97¾ Jul 25	90¾ Jan 3	117 June 2	... ...
Do., do., registered.	92¾ Jan 18	92¾ Jan 18	97 July 29	97½ 97¾
Do., R. & A. Div. 1st con. g. 4s, 1989.	108 Jun 27	104 Jul 21	104¼ Jan 18	... ...
Do., do., 2d con. g. 4s, 1989.	100 Jun 19	100 Jun 19	100 June 19	104 105
Do., Craig Valley 1st g. 5s, 1940.	... ...	... ...	107 July 26	... ...
Warm Springs Valley 5s, 1941.	... ...	... ...	95¾ My 27,98	... ...
Elizabeth, Lex. & Big Sandy g.gtd.g.5s,1902	101¼ Apr 29	101 Apr 29	101¼ Apr 29	... ...
Chi. & Alton sink. fd. g. 6s, 1903.	104 Feb 7	101¾ Apr 7	103 July 22	... ...
Louisiana & Mo. River 1st 7s, 1900.	119¾ Apr 19	108 May 5	109 June 12	... ...
Do. 2d 7s, 1900.	107¾ Jan 6	104 Feb 1	104 Feb 1	108 ...
Miss. Riv. Bdge. 1st sk. fd. g. 6s, 1912	106¾ Feb 24	106¾ Feb 24	106¾ Feb 24	105 ...
Chi., Bur. & Quincy con. 7s, 1903.	... ...	... ...	105½ Oct., 95	104 ...
Do., sinking fund 5s, 1901.	117¾ Jun 29	113¾ Jul 20	113¾ July 29	... ...
Do., debenture 5s, 1913.	106 Mar 16	104¾ Feb 15	105 Mar 16	113¾ 114
Do., convertible 5s, 1903.	113 Apr 24	110¾ May 10	112¾ July 15	... ...
Do., Iowa sinking fund 5s, 1919.	151¼ Feb 18	125¼ Jan 3	131 July 25	111 112¾
Do., do., do., 4s, 1919.	116¾ Jun 12	115¾ May 1	116¾ July 25	117½ ...
Do., Denver Div. 4s, 1922.	107 Jul 26	105 Feb 27	107 July 26	147 148
Do., 4s, 1921.	103 Feb 3	101¼ Jan 26	105 July 20	107 ...
Do., Chi. & Iowa Div. 5s, 1905.	... ...	100 Apr 11	100 Apr 11	... 105
Do., Nebraska extension 4s, 1927.	113¾ Jul 21	105¾ Jan 3	107½ Jan., 96	... ...
Do., do., registered.	111¼ Jun 27	113¾ Jan 3	113¾ July 29	113¾ ...
Hannibal & St. Joseph con. 6s, 1911.	124 Jul 6	120 Mar 13	111¾ June 2	... ...
Chi. & East. Ill. 1st sk. fd. cur. 6s, 1907	108 Mar 24	105¾ Apr 27	106¾ July 21	123 ...
Do., 1st con. g. 6s, 1934.	136½ Apr 3	114 Jul 5	114 July 5	137 ...
Do., gen. con. 1st 5s, 1937.	128 Jun 30	134 Jan 23	137 July 20	114½ ...
Do., do., registered.	117½ Jun 13	109¾ Jan 16	115 July 28	137 ...
Chi. & Ind. Coal Ry 1st 5s, 1936.	... ...	... ...	102¼ No 18, 98	... 115¼
Chicago, Indianapolis & Louisville—	107 Feb 23	107 Feb 23	107 Feb 23	106½ ...
Louisv., New Alb. & Chi. 1st 6s, 1910.	118½ Jun 9	114¾ Jan 17	118¾ June 9	... ...
Chi., Ind. & Louisv. refdg. g. 6s, 1947	108¾ May 17	92 Jan 10	107½ June 19	... ...
Chicago, Milwaukee & St. Paul—	110¾ Jun 9	104 Jan 4	113 July 7	... ...
Mil. & St. P. 1st 7s, $ gold, R.D., 1902	117¼ Jun 9	109¾ Jan 7	117¼ July 25	170 ...
Do., 1st I. & D. 7s, 1899.	168¾ Apr 10	162¼ Feb 16	168¾ Apr 10	170 ...
Chi., Mil. & St. Paul con. 7s, 1905.	168¾ Apr 12	160¼ Jan 10	168¾ May 20	170 ...
Do., 1st I. & D. ext. 7s, 1908.	171¼ Jun 9	166 Jan 3	171 July 20	170 ...
Do., 1st Southwest. Div. 6s, 1909.	171 Jun 17	161 Jan 3	170 July 20	170 ...
Do., 1st La C. & Dav. 5s, 1919.	122¼ Jun 8	112¾ May 13	121¾ July 5	170 ...
Do., 1st So. Minn. Div. 6s, 1910.	... ...	... ...	115¼ No 30,98	119¼ ...
Do., 1st H. & D. Div. 7s, 1910.	123¼ May 12	118¼ Jan 11	121¼ July 29	117¾ ...
Do., do., 5s, 1910.	132¼ May 25	120 Jan 19	132¼ July 29	120¾ ...
Do., Chi. & Pac. Div. 6s, 1910.	... ...	... ...	109½ Dec 7, 98	124½ ...
Do., 1st C. & Pac. W. g. 5s, 1921.	123 May 2	121¼ Feb 24	123 May 2	113¾ ...
Do., Chi. & Mo. Riv. Div. 5s, 1926.	124 May 26	118¾ Jan 2	121¾ July 24	121¼ ...
Do., Mineral Point Div. 5s, 1910.	125⅞ Jan 16	118½ Jan 19	122 July 24	121½ ...
Do., C. & Lake Sup. Div. g. 5s, 1921	122½ Apr 18	110 Mar 14	112¾ Aug 18	... ...
Do., Wis. & Minn. Div. g. 5s, 1921.	123 Jun 1	122½ Jun 1	122½ June 1	... ...
Do., terminal g. 5s, 1914.	118¾ May 18	115 Apr 8	120¾ July 17	... ...
Do., Far. & So. assu. g. 6s, 1924.	137½ Jul 18	137¼ Jul 18	137¼ July 18	... ...
Do., con. sinking fund 5s, 1916.	... ...	... ...	106¾ Jul 9, 97	... ...
Do., Dak. & Great So. g. 5s, 1916.	113¾ May 12	112¾ Feb 9	115½ July 17	... ...
Do., gen. g. 4s, Series A, 1989.	114⅞ May 4	108¼ Jan 11	112¼ July 20	... ...
Do., do., registered.	... ...	... ...	105¾ Fe 10, 98	... ...
Mil. & North. 1st, main line 6s, 1910.	121 Jun 10	121 Jun 10	121 July 29	121 ...
Do., 1st con. 6s, 1913.	126 Jun 30	125 Jun 10	125 July 10	121 ...
Chicago & Northwestern con. 7s, 1915.	145¾ Jul 11	142¾ May 3	145¾ July 11	125 ...
Do., gold 7s, 1902.	115 May 24	111¾ Jun 3	145¾ July 11	145 ...
Do., do., registered.	114 Apr 14	113 Jan 13	112¾ July 7	... ...
Do., sinking fund 6s, 1879-1929.	116 Mar 13	116 Jan 6	118 July 17	... 120
Do., do., registered.	110¼ Mar 10	106½ Apr 12	116 June 14	... 120
Do., sinking fund deb. 5s, 1933.	109 Feb 3	105¾ Mar 28	109 July 21	109 110
Do., registered.	123 Jan 30	121½ May 4	105¾ Mar 28	... ...
Do., debenture 5s, 1909.	... ...	... ...	112¾ July 17	122½ 123
Do., do., registered.	111½ Mar 28	108 May 12	110 July 10	... ...
Do., debenture 5s, 1921.	... ...	... ...	109¾ Mr 19, 98	... ...
Do., do., regis.ered.	118 Feb 9	117¼ May 22	116 July 18	... ...
Do., extension 4s, 1886-1926.	... ...	... ...	117¾ Feb 7, 98	... ...
Do., registered	109 Feb 1	106 Apr 7	109 May 9	... ...
Do., gen. 3½s, 1987.	106⅞ Feb 20	103⅝ Feb 20	106¾ Feb 20	... ...
Do., do., registered.	110¼ Jun 24	102½ Jan 3	110 July 20	... ...
Escanaba & Lake Sup. 1st 6s, 1901.	... ...	... ...	103 No 19, 98	... ...
Chicago & Milwaukee 1st 7s, 1898.	... ...	... ...	107¾ My 26,98	104¼ ...
Winona & St. Peters 2d 7s, 1907.	124 Jun 19	121 Jun 19	102¼ Ap 12, 98	... ...
Milwaukee & Madison 1st 6s, 1905.	117½ Feb 6	117¼ Feb 6	124 June 19	... ...
Ottumwa, C. F. & S. P. 1st 5s, 1909.	111 Jan 3	111 Jan 3	111 Jan 3	... ...
Northern Illinois 1st 5s, 1910.	113 Apr 24	113 Apr 24	113 Apr 24	113 ...
Iowa Midland 8s, 1900.	... ...	... ...	108 Oct 21,98	... ...
Mil., L. S. & West. 1st g. 6s, 1921.	143 Jul 7	139¼ May 3	140½ July 20	143 ...
Do., conv. deb. g. 5s, 1907.	... ...	... ...	105¾ Fe 24, 97	112¾ ...
Do., ext. and imp. sk. fd. g. 5s, 1929	146 Jul 6	140 Mar 6	146 July 6	136¾ ...
Do., Michigan Div. 1st g. 6s, 1924.	125¼ May 23	117¾ Feb 1	124 July 24	145¾ ...
Do., Ashland Div. 1st g. 6s, 1925.	... ...	... ...	138 De 13, 98	... ...
Do., incomes, 1911.	114¾ Jun 17	114¼ Jun 17	114¾ June 17	... ...
Chicago, Rock Island & Pacific 6s, 1917	134½ Jun 27	131½ Jan 10	134 July 7	... ...
Do., gen. g. 4s, 1988.	110¾ May 19	102 Jan 6	133½ June 13	132½ 133¼
Do., do., registered.	107⅞ Apr 6	105¾ Jan 4	107¾ July 27	107½ 108
Des Moines & Ft. Dodge 1st 4s, 1905	98½ Apr 27	98 Jan 9	98½ May 1	98½ ...
Do., 1st 2½s, 1905.	86 May 17	86 Jan 5	86 May 17	... ...
Do., extension 4s, 1905.	107⅞ Apr 6	103¾ Jan 4	107¾ July 27	... ...
Keokuk & Des Moines 1st 5s, 1923.	98¾ May 18	98½ May 18	98½ May 18	... ...
Do., do., small.	114 Apr 25	105½ Jan 12	114 June 27	113 114

	Range for Year 1899. Highest.	Lowest.	Last Sale.	Bid. Ask'd.
Chi. St. P., Min. & Om. con. 6s, 1930.	141 May 11	136 Jan 9	137½ July 12	136¾ ...
Chi., St. P. & M. 1st g. 6s, 1918.	138 Mar 27	134¼ May 8	134½ June 21	138¼ ...
St. P. & Sioux City 1st g. 6s, 1919.	134 Jan 12	131 Apr 18	133¾ July 7	133 134¼
Chi. & Wn. Ind. 1st sk. fd. g. 6s, 1919.	140 Mar 23	140 Mar 23	140 Mar 23	... ...
Do., gen. g. 6s, 1932.	... ...	... ...	... ...	Mar 23 ...
Chicago Term. & Trans. 4s, 1947.	123 May 4	119¾ Jul 11	122 July 25	106 Jul 22,97 ...
Chi. & W. Mich. Ry 5s, 1921, coupon off	99¾ Jun 3	93¾ Jan 3	98¾ July 28	97 ...
Cin., Ham. & Dayton con. sk. fd. 7s, 1905	99¾ Jun 28	99¾ Jun 28	99¾ June 28	... ...
Do., 2d g. 4½s, 1937.	... ...	... ...	119 ...	125 ...
Cin., Day. & Ironton 1st gtd. g. 5s, 1941	113 May 8	112 Feb 9	113 July 25	... ...
City & Sub. Ry Balt. 1st g. 5s, 1922.	... ...	... ...	105¾ Oct., 96	... ...
Clev. & Can. Co. cts. for 1st 5s, 1917	91 Mar 20	70¼ Jan 25	91 July 27	114½ ...
Clev., Cin., Chi. & St. L. gen. g. 4s, 1993	96 Jan 26	87¾ Jan 12	94¾ July 28	... ...
St. Louis Div. 1st col. trust g. 4s, 1990	97 Jun 20	95¾ May 27	97 June 20	... ...
Do., do., registered.	103¾ Feb 3	99¾ Jan 7	102¼ July 12	102 103
Spring. & Col. Div. 1st g. 4s, 1940.	99 May 4	99 May 4	99 May 4	... ...
White W. Val. Div. 1st g. 4s, 1940.	... ...	... ...	87 Oct., 95	... ...
Cin., Wab. & Mich. Div. 1st g. 4s, 1991	97 Apr 22	95 Feb 21	96¾ Apr 24	... ...
Do., con. g. 4s, 1920.	104 Jan 27	102 Jan 3	103¾ Mar 30	... ...
Cin., San. & Clev. con. 1st g. 5s, 1928	118½ May 31	118¼ May 31	118¾ June 14	116¼ ...
Ind., Bloom. & Western 1st pf. 7s, 1900	103¾ Apr 29	103¾ Apr 29	103¾ Apr 29	... 84
Peoria & Eastern 1st con. 4s, 1940.	88¼ Jan 28	82¾ Apr 7	84¼ July 28	84 85
Do., income 4s, 1990.	37¾ Jun 23	34¼ Jul 6	34¼ July 18	30 ...
C., C., C. & Ind. con. g. 7s, 1914.	138¼ Jun 10	132¾ Jan 3	138¼ July 29	135 ...
Do., gen. lien con. g. 6s, 1934.	137¾ Jun 23	134¾ May 11	138¼ July 6	138¼ ...
Clev., Lor. & Wheel. 1st con. g. 5s, 1933	106½ Feb 10	103¾ Feb 10	106¾ July 18	135 ...
Clev. & Mahoning Val. g. 5s, 1938.	106½ Jul 20	108 Jul 11	108¾ Feb 10	... ...
Colorado Midland Ry 1st 2-3-4s, 1947.	134¼ Jun 16	128 Feb 15	108¾ July 20	... ...
Do., 1st gold 4s, 1947.	69 Jan 12	67½ Jul 11	63 July 28	62 63
Colorado & Southern 1st g. 4s, 1929.	76 Jun 12	70¼ Mar 18	72 July 28	71 72
Con. & Passumpsic Riv. 1st g. 4s, 1943.	90 Jun 13	85½ May 13	88¾ July 29	88¼ 88¾
Del., Lack. & West. 7s, 1907.	... ...	... ...	102 Dec., 95	... ...
Syra., Bing. & N. Y. 7s, 1906.	126½ Jun 15	126½ Jun 15	126¾ June 15	125 ...
Morris & Essex 1st 7s, 1914.	124¾ Jun 7	124¾ Jun 7	124½ June 7	124 ...
Do., 7s, 1900.	144 Jan 26	142 May 4	142 June 17	140 ...
Do., 7s, 1871-1901.	... ...	... ...	109 Dec 23, 97	... ...
Do., con. gtd. 7s, 1915.	111 Mar 14	108¾ May 3	108¾ July 26	108 ...
Do., registered.	145½ May 1	143 Jan 20	143¾ July 18	141 ...
N. Y., Lack. & West 1st 6s, 1921.	142½ May 18	138 Feb 9	140 Oct 26,98	... ...
Do., construction 5s, 1923.	118½ Apr 5	117 Feb 8	118¾ Apr 5	... ...
Do., term and improvement 4s, 1923	108½ Jun 20	108¼ Jun 20	108¾ June 20	... ...
Warren 1st 7s, 1900.	... ...	... ...	141 May 6,98	... ...
Del. & Hud. 1st Penn. Div. 7s, 1917.	... ...	... ...	108 Aug 1,98	104 ...
Do., do., registered.	... ...	... ...	146 Sep 13,98	142 ...
Alb. & Sus. 1st con. gtd. 7s, 1906.	122¼ Apr 21	120¼ Apr 21	143 May 4,97	... ...
Do., registered	122 Jun 6	122 Jun 6	122 June 6	122 124½
Do., 1st con. g. 4½s, 1946.	117¾ Feb 21	115 May 2	116 June 9	... ...
Do., do., registered.	117¼ Jan 26	114½ Jan 3	116¼ June 16	116¼ ...
Ren. & Saratoga 1st 7s, 1921.	153 Mar 20	150½ May 31	150½ May 31	... ...
Den. & Rio Grande 1st con. g. 4s, 1936	104 May 31	100 Feb 27	141 May 6,98	150 ...
Do., 1st g. 5s, 1955.	109 Feb 20	105¼ May 4	100 July 27	100¼ 101
Do., improvement 5s, 1928.	108¾ May 25	102¾ Jan 3	105¼ May 25	... ...
Do., 1st con. g. 4½s, 1936.	112¾ Jun 13	108¾ Jan 9	110¾ July 27	... ...
Denver Con. Tramway 1st g. 5s, 1933.	102 Jan 24	90 Jan 19	109¾ July 29	... ...
Des Moines Union 1st g. 5s, 1917.	108 Apr 27	107¾ Apr 25	108 Apr 27	... ...
Detroit & Mackinac gold 4s, 1995.	70 Jul 20	68 Jul 10	68 Apr 27	106 ...
Det., Mack. & Marq. 1st gtd. g. 4s, 1991	24 Jan 17	17¼ Jan 17	25 July 20	69 70
Duluth & Iron Range 1st 5s, 1937.	111 Mar 23	105 Jun 13	110 July 29	185 20
Duluth, Red Wing & So. 1st 5s, 1928.	... ...	... ...	92¼ Fe 11, 98	... ...
Duluth, So. Shore & Atlantic g.5s,1937	116 Jun 14	111¾ Jan 16	114 July 14	113½ 115
Elgin, Joi. & East. 1st g. 5s, 1941.	110 Apr 25	104¾ Jan 3	109½ July 24	... ...
Erie 1st ext. g. 4s, 1947.	121 Jul 27	115¼ Feb 15	121 July 27	110 121
Do., 2d ext. g. 5s, 1919.	121 May 25	121 May 25	121 May 25	122¼ ...
Do., 3d ext. g. 4½s, 1923.	116¾ Jul 27	116½ Jul 11	116¾ July 27	117 ...
Do., 4th ext. g. 5s, 1920.	123½ Mar 30	121 Jan 20	121 June 21	122 ...
Do., 5th ext. g. 4s, 1928.	106¾ Apr 19	105 Jun 13	107 July 22	107 ...
Do., 1st con. g. 7s, 1920.	145¾ Jun 26	143 Apr 4	106½ Apr 14	... ...
Long Dock con. g. 6s, 1935.	... ...	... ...	143 De 30, 98	... 146½
Buffalo, N. Y. & Erie 1st 7s, 1916.	140 Jan 26	140 Jan 26	139 Sep 20,98	141 ...
Jefferson R. R. 1st gtd. g. 5s, 1909.	106 Feb 28	106 Feb 28	106 Feb 28	136½ ...
Chicago & Erie 1st g. 5s, 1982.	116½ Apr 3	111¼ Jan 9	116 July 24	106 ...
N. Y., L. E. & W. 1st con. 6s, 1913.	... ...	... ...	102 Aug., 96	120 121
N.Y. & Greenw'd Lake gtd. g.5s,1946	95 Jan 20	91¾ Jul 28	109 Oct 27,98	108 ...
Erie RR. 1st con. g. 4s, prior bds.,1996	93¾ Mar 13	92¾ May 8	91¾ July 28	91½ 93
Do., do., registered.	77 Jan 20	70¾ May 15	93¾ May 25	... ...
Do., 1st con. gen. lieh g. 4s, 1996.	112½ Jun 16	107 Jan 4	73¾ July 29	72¼ 72¾
N. Y., Sus. & W. 1st refdg. 5s, 1937.	102 Jul 14	95 Jan 3	107 July 27	101 ...
Do., 2d g. 4½s, 1937.	111¼ Jul 6	111¼ Jan 3	92¼ Aug 25,98	... ...
Do., gen. g. 5s, 1940.	108¾ Apr 26	98¾ Jan 3	111½ July 6	112 ...
Do., terminal 1st g. 5s, 1943.	122 Mar 17	120 Apr 25	122 July 24	108 107
Wilk. & East. 1st gtd. g. 5s, 1942.	... ...	... ...	111¾ July 6	121¾ ...
Midland R. of N. J. 1st g. 6s, 1910.	124½ Jun 23	121½ Jan 16	125¾ June 23	... ...
Eureka Springs 1st g. 6s, 1933.	106½ Mar 22	100¼ Jan 3	106½ July 26	108 107
Evansville & T. H. 1st con. g. 6s, 1921	... ...	... ...	103 July 25	... ...
Do., 1st gen. g. 5s, 1942.	... ...	... ...	65 No 10, 97	... ...
Do., Mt. Vernon 1st g. 6s, 1923.	... ...	... ...	110 May 93	... ...
Do., Sul. Co. Brch. 1st g. 5s, 1930.	... ...	... ...	110 Sept., 91	... ...
Evans. & Ind. 1st con. gtd. g. 6s, 1926.	103½ Jan 11	98 Apr 20	100 July 18	... ...
Flint & Pere Marq. g. 6s, 1920.	124 Mar 23	121 Jan 11	122 July 10	... ...
Do., 1st con. g. 5s, 1939.	107 Jun 17	100¼ Jan 3	105¾ July 28	... ...
Do., Pt. Huron Div. 1st g. 5s, 1939.	110 May 31	100 Jan 3	107½ July 18	... 105¾
Fla. Cent. & Peninsular 1st g. 5s, 1918	101 Mar 20	101 Mar 20	107½ July 18	... ...
Fort St. Un. Depot Co. 1st g. 6s, 1941	... ...	... ...	101 Mar 20	... ...
Ft. Worth & Den. City 1st g. 6s, 1921	... ...	... ...	80¼ Mar 96	... ...
Ft. Worth & Rio Gr. 1st g. 4s, 1928.	87 Jan 31	77 Jul 19	105 Mr 11, 98	... ...
Gal., H. & H. 1st 5s, 1913.	68¾ Mar 29	62 Feb 7	77 July 29	77½ 78¾
Georgia &

	Range for Year 1899. Highest.		Lowest.		Last Sale.	Bid.	As'd.
Kentucky Central g. 4s, 1978	97½	Jul 27	91	Jan 10	97½ Jly 27	..	..
Louis. Railway Co. 1st con. g.5s,1930	..	....	..	....	109 Mr 19,98	..	..
L. & N. L. C. & Lex. g. 4½s, 1931	..	....	..	....	103 Ja 18, 98	..	..
Louis. & Jef. Bridge gtd. g. 4s, 1945	98½	Jly 19	97¾	Jly 25	97¾ Jly 28	..	..
Manhattan R'way con. g. 4s, 1990	112¾	Apr 3	96	Jan 3	110 July 29	..	..
Met. Elevated 1st g. 6s, 1908	121½	Jun 14	116	Jan 3	116½ July 19	..	..
Do., 2d 6s, 1899	102¾	Apr 1	100¾	May 1	101¾ July 21	..	..
Metro. St. Ry gen. col. tr. g. 5s, 1997	124	Jan 26	118¾	Jan 4	124 July 27	123¾	124
B'way & 7th Av. 1st con. g. 5s, 1943	125¼	Jan 30	121	Jun 9	123 June 20	..	123½
Col. & 9th Av. 1st gtd. g. 5s, 1993	127	Jan 14	123¾	Jan 3	126¼ July 20	126	..
Lex. Av. & Pav. F. 1st gtd.g.5s,1993	126¾	Feb 3	124	Mar 2	126½ July 20	126½	..
Mexican Central con. g. 4s, 1911	77	Jun 23	68¾	Jan 4	77 June 23	..	..
Do., **1st con.** income g. 3s, 1939	25½	Apr 27	16½	Apr 3	20¼ June 14	20	21
Do., **2d con. income** g. 3s, 1939	14¾	Apr 27	9¾	Apr 18	12 July 29	12	12¼
Mexican Inter. 1st con. g. 4s, 1977	88¾	Feb 24	84½	Jan 6	87 July 29	86	..
Mexican National 1st g. 6s, 1927	..	....	..	....	90 Mar., 96	..	..
Do., **2d income g. 6s,** A. 1927	..	....	..	....	15 Dec 7, 98	..	..
Do., **2d income g. 6s,** B. 1927	14	Apr 5	14	Apr 5	14 Apr 5	..	..
Mexican **Northern 1st g. 6s,** 1910	..	....	..	....	100 Ja 30, 97	..	..
Minneapolis & St. Louis 1st g. 7s, 1927	150	Apr 20	145	Jan 6	150 Apr 20	..	..
Do., 1st con g. 5s, 1934	115½	Jun 27	110½	Jan 18	115½ July 17	115½	..
Do., 1st and refunding g. 4s, 1949	99	Jun 29	98	Jul 27	98¾ July 29	..	..
Do., Iowa ext. 1st g. 7s, 1909	125	Jan 27	121	Jul 12	121 July 12	..	..
Do., Southwest. ext. 1st g. 7s, 1910	127	Jan 27	127	Jan 27	127 Jan 27	..	..
Do., Pacific ext. 1st g. 6s, 1921	..	....	..	....	128 De 12, 98	..	..
Mil. El. Ry & Light 1st con. 5s, 1926	105½	Feb 16	103½	Feb	105½ Feb 16	..	..
Mo., K. & T. 1st g. 4s, 1990	96	May 25	91¾	Jan	93½ July 29	93	93¼
Do., 2d g. 4s, 1990	71	Jan	65¼	May	69¼ July 29	69	69¼
Do., 1st ext. g. 5s, 1944	91¼	Apr 27	82	Jan 19	88½ July 25	88	89
Mo., K. & T. of T. 1st gtd. g. 5s,1942	91	Jul 14	86	Jan 19	90½ July 26	90	90½
Kansas City & Pac. 1st g. 4s, 1990	82	Jan 21	75¼	Jan	79 July 25	77	79
Dallas & Waco 1st gtd. g. 5s, 1940	95	Feb 27	85	Jan 21	95 Apr 27	..	..
Mo., Kan. & East. 1st gtd. g. 5s,1942	107½	Jul 13	101¼	Jan	107½ July 13	..	..
Missouri Pacific 1st con. g. 6s, 1920	121¾	Apr 28	108¾	Jan	118½ July 29	118¼	118¾
Do., 3d 7s, 1906	117	May 17	111	May	116 July 27	115	..
Do., trust g. 5s, 1917	100½	Jul 14	91¼	Jan	100 July 28	90¼	100½
Do., 1st col. g. 5s, 1920	98½	Jul 26	88	Jan	98½ July 28	98	99
Pacific R. of Mo. 1st ext. g. 4s, 1938	109	Jul	103	Feb	106 Feb 20	100	July 13
Do., 2d ext. g. 5s, 1938	115	Apr	20	111¼	Jan 17	111¾	July 10
St. L. & Iron Mount. 1st ext.4½s,1947	106¾	May	20	105¾	Feb	106 July 24	106½	..
Do., 2d ext. g. 5s, 1946	107½	Jan	16	105	May	20	106¾	July 19
Do., Arkansas Br. ext. g. 5s, 1935	106¾	Apr	6	105¾	Jan	16	106¾	Apr 6
Do., gen. con. ry & ld. grt.g.5s,1931	114¾	Jul	14	105	Jan	3	114	July 29
Do., gen con. stpd. gtd. g. 5s, 1931	111½	Jan	31	110	Jan	31	111¾	July 5
Mobile & Ohio new g. 6s, 1927	130	nov	8	125	Jan	9	127½	July 20
Do., 1st extension g. 6s, 1927	122	May	23	117	Feb	21	121¾	June 30
Do., gen. g. 4s, 1938	88	Feb	27	82¼	Jan	4	86¾	July 28
Montgomery Div. 1st g. 5s, 1947	109¼	Jul	25	106	Jan	4	108	July 28
St. Louis & Cairo gtd. g. 4s, 1931	..	....	..	....	84	Apr., 96	..	..
Nash., Chat. & St. L. 1st 7s, 1913	132¾	Feb	14	131¼	Jul	8	131¼	July 8
Do., 2d 6s, 1901	..	....	..	....	105¾	De 17, 97	..	..
Do., 1st con. g. 5s, 1928	108¾	Mar	28	105¼	Apr	22	108	July 27
Do., 1st 6s, McM., M.,W. & Al.,1917	..	....	..	....	118	Mar., 96	..	..
Jasper Branch 6s, 1923	115	Mar	22	115	Mar	22	115	Mar 22
No. O. & N. East. prior lien 6s, 1915	..	....	..	....	103¾	Aug., 94	..	..
N. Y. Cent. & H. R. 1st 7s, 1903	117½	Jan	31	113	Jul	13	113	July 17
Do., do., registered	117¾	Jan	30	112	Jun	27	112	June 27
Do., debenture 5s of 1884-1904	113¾	Jan	30	107¼	Apr	28	106	July 25
Do., do., registered	113¾	Jan	26	113¼	Jan	26	113¼	Jan 26
Do., reg. debenture 5s of 1889-1904	..	....	..	....	108½	Fe 21, 98	..	..
Do., debenture g. 4s, 1890-1905	105	May	3	103¼	Jun	26	103¼	June 26
Do., do., registered	..	....	..	....	104¾	Feb 5, 98	..	..
Do., deb. certs., ext. g. 4s, 1905	107¾	Feb	2	103¼	Jun	26	103½	June 26
Do., registered	..	....	..	....	104¾	Jne 30,98	..	..
Do., gold 3½s, 1997	113¼	Jun	12	110¼	Jan	12	111¼	July 28
Do., do., registered	112½	Apr	14	111½	Feb	17	112¾	Apr 14
Michigan Cent. coll. trust g. 3½s,1998	102	Jan	28	98	Jan	6	101¾	July 26
Do., do., registered	100	May	25	97¼	Mar	15	100	May 25
Lake Shore col. g. 3½s, 1998	103	May	25	99¼	Jan	4	101¾	July 28
Do., registered	103	Jun	26	98	Jan	6	102¼	July 7
West. Shore 1st g. 5s, gtd., 2361	117¾	Jun	29	110¼	Jan	3	114¾	July 28
Do., registered	115¾	Jun	15	109¾	Jan	4	114	July 27
Beech Creek 1st gtd. g. 4s, 1936	..	....	..	....	108	No 5, 98	110	..
Do., registered	..	....	..	....	106	Jne 17,98	..	..
Clearf. 1st. Coal gtd. g.4s,Ser.A,1940	..	....	..	....	95	Jul 28,98	..	..
Do., do., registered	..	....	..	....	104	Jul 24,97	..	..
Harlem 1st 7s, 1900	108	Jan	12	103¾	Jun	14	104	July 11
Do., do., registered	106¼	Jan	27	103	May	10	104	June 27
N. Jersey Junc. R. gtd. 1st 4s, 1986	..	....	..	....	103	May 7,97	104	..
Rome, W. & O. con. 1st ext. 5s, 1922	132	Jan	18	128½	Apr	12	120	July 10
Do., Ter. R. 1st gtd. 5s, 1918	..	....	..	....	109	Jan., 97	..	..
Oswego & Rome 2d gtd. g. 5s, 1915	113	Apr	13	113	Apr	13	113	Apr 13
Utica & B. Riv. gtd. g. 4s, 1922	..	....	..	....	107	Au 13, 98	110	..
Mohawk & Malone 1st gtd. g. 4s,1991	..	....	..	....	100	Mar., 96	..	..
New York & Northern 1st g. 5s, 1927	123	Jun	16	123	Jun	16	123	July 14
Lake Shore & Michigan Southern—								
Detroit, Mon. & Tol. 1st 7s, 1906	123	Jun	13	123	Jun	13	123	June 13
Lake Shore con. 1st 7s, 1900	107¼	May	4	103¾	Jul	8	103¾	July 17
Do., do., registered	106½	Feb	20	105¼	Jan	3	105¼	June 15
Do., con. 2d 7s, 1903	117¼	Mar	20	114¼	Jun	20	115	July 18
Do., do., registered	116¼	Jan	5	114¾	Jun	3	114¼	June 15
Do., g. 3½s, 1997	112¾	May	5	106	Jan	3	110½	July 28
Do., do., registered	111	Apr	27	106	Jan	5	111	Apr 27
Cin. & Sp. 1st gtd., L. S. & M.7s,1901	..	....	..	....	108¼	Dec 1, 97	..	..
Mahoning Coal RR. 1st 5s, 1934	..	....	..	....	121	Oct 24,98	..	..
Michigan Central 1st con. 7s, 1902	112½	Apr	27	100	May	1	110½	June 20
Do., 1st con. 5s, 1902	103	May	6	103	May	6	103	May 6
Do., 6s, 1909	..	....	..	....	122	Fe 25, 98	..	..
Do., 5s, 1931	..	....	..	....	121¼	Jne 21,98	..	..
Do., do., registered	..	....	..	....	125½	Ja 20, 98	..	..
Do., 4s, 1940	..	....	..	....	106	Fe 25, 98	..	..
N. Y., Chi. & St. Louis 1st g. 4s, 1937	108	Jan	26	105¾	Apr	3	107¼	July 29
Do., do., registered	106½	Jul	19	105¼	Apr	19	106¾	July 19
N.Y., N.H. & H. 1st registered 4s, 1903	..	....	..	....	104½	Oct 7, 97	..	..
Do., con. deb. certs., $1,000	191	Apr	21	173	Jan	6	187¾	July 13
Do., small certs., $100	194	Apr	20	172	Jan	19	194	Apr 20
Housatonic con. g. 5s, 1937	..	....	..	....	126¾	Au 26,98	..	..
New Haven & Derby con. 5s, 1918	..	....	..	....	125½	Feb 6, 97	..	..
N. Y. & New England 1st 7s, 1905	121½	Jun	20	117¾	Jul	8	117¾	July 6
Do., 1st 6s, 1905	115	May	11	113	Jul	29	113	July 29
N. Y. Ont. & Wn. con. 1st g. 5s, 1939	108¾	May	25	106	Jan	4	108¾	May 27
Do., refunding 1st g. 4s, 1992	106½	Jun	1	103	Apr	12	105¼	July 29
Do., do., registered	..	....	..	....	..	....	101½	No 30, 98
Nor. Pac. 1st g. 6s, 1921	120	Apr	11	114½	Jan	3	119¾	Apr 12
Do., do., registered	112	Jul	20	112	Jul	20	112	July 20
St. Paul & Nor. Pac. gen. g. 6s, 1923	131¼	May	15	131¼	May	15	131¼	May 15
Do., do., registered certificates	132	Jul	28	132	Jul	28	132	Jul 28
Nor. Pac. Ry prior lien 4s, 1997	106¾	Jun	14	101¾	Jan	5	102¾	July 27
Do., registered	104¾	May	12	102	Jul	14	103¾	July 28
Do., gen. lien g. 3s, 2047	70	Jan	21	66¼	May	9	67¾	July 29
Do., do., registered	68¼	Jan	17	65¼	May	16	66¾	June 17
Washington Central 1st g. 4s, 1948	96	May	5	90	Jan	27	95	May 11
Nor. Pac. Terminal Co. 1st g. 6s,1933	119	Apr	21	112	Jan	6	115¼	July 27
Norfolk & Southern 1st g. 5s, 1941	107¾	Jun	22	107½	May	22	107½	June 22
Norfolk & West. RR. gen. g. 6s, 1931	135	Jun	19	130	Feb	7	135	June 19
Do., New River 1st g. 6s, 1932	..	....	..	....	..	....	128	No 25,98
Do., improve. and ext. g. 6s, 1934	..	....	..	....	..	....	117½	Au 30, 98
Col., Con. & Ter. 1st gtd. g. 5s, 1922	..	....	..	....	101	Fe 23, 97	106	..
Scioto V. & N. E. 1st gtd. g. 5s, 1989	101	Apr	22	98¾	Jan	16	100¾	July 28
Nor. & West Ry 1st con. g. 4s, 1996	98	Mar	27	88½	Jan	7	94¾	July 28
Ogden. & L. Cham. 1st con. 6s, 1920	..	....	..	....	94	Apr., 96	..	..
Do., 6s, small	..	....	..	....	82	Feb., 97	..	..
Ohio River Railroad 1st g. 5s, 1936	..	....	..	....	102¾	Ja 26, 98	..	..
Do., gen. g. 5s, 1937	..	....	..	....	85	De 17, 97	..	..
Omaha & St. Louis 1st g. 4s, 1901	85	Feb	7	65	May	24	75	May 25
Ore. R. & N. 1st sink. fund g. 6s, 1909	114	Apr	28	100	Feb	10	112	July 25
Ore. RR. & N. Co. con. g. 5s, 1946	105	May	31	100¾	Jan	3	101¾	July 28
Oregon Short Line 1st g. 6s, 1923	133¼	Jul	13	128	Mar	1	132¼	July 24
Utah & Northern 1st 7s, 1908	..	....	..	....	..	....	121	Jne 18,98
Do., g. 5s, 1926	..	....	..	....	..	....	102	My 24,97
Ore. Short Line 1st con. g. 5s, 1946	116	Jun	28	108	Jan	7	113¼	July 29
Do., non-cum. inc. 5s, 1946	96	Jun	27	85	Jan	7	95	July 27
Do., non-cum. inc. B and col. trust	74¾	Apr	13	65¼	Jan	4	74	July 28
Pacific Coast Co. 1st g. 5s, 1946	108	Mar	16	103	Jul	28	103	July 29
Panama sk. fd. sub. g. 6s, 1910	..	....	..	....	..	....	101½	Dec., 90
Penn. Co. gtd. 1st g. 4½s, 1921	118	....	..	....	..	....	107	Jne 20
Do., do., registered	115½	May	22	114½	Feb	15	115½	July 27
Do., do., gtd. 3½s, tr. rcts., 1937	115½	Mar	9	115¼	Mar	9	115¼	Mar 9
P., C. & St. L. gtd.g.4½s,1940,Ser.A	118	....	..	....	..	....	102	No 11, 98
Do., do., Series B, gtd., 1942	119	Jul	14	114¼	Apr	13	118	July 14
Do., do., Series C, gtd., 1942	..	Jun	13	114	Apr	11	118½	June 30
Do., do., Series D, gtd. 4s, 1945	..	....	..	....	..	....	113	No 22,98
Pitts., C. & St. L. 1st 7s, 1900	107¾	Jan	6	105¼	Mar	15	107	De 30, 98
Do., do., registered	..	....	..	....	..	....	105¾	Apr 13
Pitts., Ft. W. & C. 1st 7s, 1912	..	....	..	....	..	....	109¼	Ap 23, 97
Do., 2d 7s, 1912	141	Mar	29	138¾	Jan	3	141	Mar 29
Do., 3d 7s, 1912	140½	May	1	140¼	May	1	140½	May 1
C., St. L. & P. 1st con. g. 5s, 1932	135	Jun	7	135	Jun	7	135	June 7
Cleve. & Pitts. con. sink. fd. 7s, 1900	108	....	..	....	..	....	110¼	Jul 8, 97
Do., gen. gtd. g. 4½s, Series A, 1942	121	Apr	19	108	Apr	19	108	Apr 19
Gd. R. & I. ext. 1st gtd. g. 4½s, 1941	113¼	Jul	5	121	Jul	5	121	July 5
Allegh. Val. gen. g. 4s, 1942	..	Jun	2	113¼	Jun	2	113¼	June 2
Penn. RR. Co. 1st real est. g. 4s, 1923	..	....	..	....	..	....	102	No 10, 97
U. N. J. R. & Can. Co. gen. 4s, 1941	..	....	..	....	..	....	108	My 12,97
Pea., Dec. & Ev. 1st g. 6s, 1920, t. r.	101	Feb	20	99	Jan	19	104¾	June 29
Do., Evans. Div. 1st g. 6s, 1920	..	....	..	....	..	....	100	De 23, 97
Do., do., cons. Trust Co. certs.	97	Jan	28	93¼	Apr	3	94¼	July 29
Do., Trust Co. cts. for 2d g. 5s,1928	..	....	..	....	..	....	17	My 23,98
Do., do., 1st installment paid	..	....	..	....	..	....	20	No 20, 98
Peoria & Pekin Union 1st g. 6s, 1921	128	Apr	28	120	Apr	28	128	Apr 28
Do., 5s g. 3½s, 1921	100½	Jul	18	100	May	9	100¾	July 18
Pine Creek registered gtd. 6s, 1932	..	....	..	....	..	....	137	No 17, 97
Pitts., Clev. & Tol. 1st g. 6s, 1922	..	....	..	....	..	....	107½	Oct 24,98
Pitts. Junc. 1st g. 6s, 1922	..	....	..	....	..	....	125	No 26, 98
Pitts. & L.E. 2d g. 5s, Ser. A & B,1928	..	....	..	....	..	....	114	Mar., 93
Pitts., McK. & Yough. 1st gtd. 6s, 1932	..	....	..	....	..	....	117	Mar., 89
Pitts., Painv. & Fairpt. 1st g. 5s, 1916	90	Jun	24	90	Jun	24	90	June 24
Pitts., Shen. & L. Erie 1st g. 5s, 1940	116	Jul	17	113	Jan	5	116	July 29
Do., 1st cons. g. 5s, 1943	..	....	..	....	..	....	98	Jul 14,97
Pitts. & West. 1st g. 4s, 1917	100	May	24	98	Jan	5	100	June 8
Do., do., P. M. certificates	100½	Jun	28	98¼	Jan	31	99¾	July 29
Reading Co. gen. g. 4s, 1997	91¾	Jun	16	85¾	Jan	7	88¾	July 29
Do., do., registered	89½	Jun	20	86¼	Jun	1	88¼	July 11
Rio Grande Western 1st g. 4s, 1939	102½	Jun	30	97¼	Jan	4	99¾	July 29
Utah Central gtd. g. 4s, 1917	88¾	May	19	87¼	Apr	20	88	June 27
Rio Grande Junc. 1st gtd. g. 5s, 1939	104¾	Jan	24	102¼	Feb	8	104	May 2
Rio Grande South. 1st g. 4s, 1940	74½	Jun	20	72¾	Feb	17	74½	June 20

	Range for Year 1899. Highest.		Lowest.		Last Sale.	Bid.	As'd.
St. Jo. & Grd. Isl. 1st g. 2-3-4s, 1947	84	Jan	77¾	Jul	11	83	July 28	83	..
St. L. & S. F. 2d g. 6s, Class A,1906	114¾	Mar	2	112¾	May	9	114	July 17	114	..
Do., 2d g. 6s, Class B, 1906	115¼	Mar	25	112¼	May	5	114	July 28	114	..
Do., 2d g. 6s, Class C, 1906	115	Mar	24	112½	May	5	114	July 14	114	..
Do., 1st g. 6s, Fierce C. & O., 1919.	..	....	..	....	..	....	113¾	July, 96	..	..
Do., gen. g. 6s, 1931	126¾	Jun	27	122	Jan	3	124¾	July 25	..	..
Do., gen. g. 5s, 1931	112½	Jun	30	107	Jan	5	108¼	July 27	..	..
Do., 1st trust g. 5s, 1987	105½	Mar	27	100¾	May	23	101	June 23	..	..
Ft. Smith & Van B. Bdg. 1st 6s, 1910	..	....	..	....	..	....	105	Oct 4, 97	..	..
St. L. & San Fran. RR. g. 4s, 1996	89	Jun	15	82	Jan	4	85½	July 26	85½	86¼
St. L. & S. F. S. W. Div. 5s, 1947	102	Mar	16	98	Jan	12	100	July 8	100	..
St. Louis Southwest. 4s, cts., 1989	96½	Jul	8	84¾	Jan	4	96	July 28	95¼	96
Do., 2d g. 4s, inc. bond cts., 1989	66¾	Jul	28	40¾	Jan	4	68	July 29	65¾	66
St. Paul City Ry Cable con. g. 5s, 1937	108¾	Mar	9	108	Mar	7	108½	Mar 9	108¾	..
St. Paul & Duluth 1st 5s, 1931	122½	Jan	19	120	Feb	8	120	Feb 8	..	..
Do., 2d 5s, 1917	..	....	..	....	..	....	118	Jly 7	..	..
Do., 1st con. 4s, 1968	102	May	18	99½	Jul	25	99½	July 25	..	..
St. Paul, M. & M. 2d 6s, 1900	124½	Feb	20	121	Apr	3	122	June 7	121	..
Do., Dakota exten. g. 6s, 1910	125½	Jan	24	122	Jul	21	122	July 21	121	..
Do., 1st con. g. 6s, 1933	146½	Jun	21	138¾	Mar	8	143	July 13	142	..
Do., do., registered	137¾	Feb	23	137¾	Feb	23	137¾	Feb 23	..	..
Do., do., reduced to g. 4½s	110½	Jun	29	112¼	Jan	5	117	July 24	116	117½
Do., do., registered	..	....	..	....	..	....	106½	My 20,97	..	..
Do., Montana exten. 1st g. 4s, 1937	108½	Apr	14	104½	Jan	25	105¾	July 27	105	..
Do., do., registered	104	Jan	24	104	Jan	24	104	Jan 24	..	..
Minneapolis Union 1st g. 6s, 1922	..	....	..	....	..	....	122½	Jan 13,98	..	..
Montana Central 1st gtd. g. 6s, 1937	137½	Jun	23	134¼	Mar	18	137½	Jun 23	134½	..
Do., do., registered	..	....	..	....	..	....	115	Ap 24, 97	..	..
Do., 1st gtd. g. 5s, 1937	117½	Jun	28	113½	Jan	24	117¼	June 28	120	122
Eastern Minn. Div. 1st g. 5s, 1908	113¾	Mar	2	110½	Apr	11	111½	July 10	111½	..
Wilmar & Sioux Falls 1st g. 5s, 1938	120	Apr	11	115	Apr	10	120	Apr 11	..	..
Do., do., registered	..	....	..	....	..	....	115	Ap 24, 96	..	..
S. Fe, Pres. & Phenix 1st g. 5s, 1947	107½	Jul	27	95	Mar	13	107½	July 29	106	108
San F. & N. P. 1st s. f. g. 5s, 1919	..	....	..	....	..	....	100	Oct 20,97	..	..
Sav., Flor. & W. 1st con. g. 6s, 1934	125¼	Feb	15	125¼	Feb	15	125¾	Feb 15	128	..
Do., 1st g. 5s, 1934	112	Mar	17	112	Mar	17	114	Mar 17	..	..
Seaboard & Roanoke 1st 5s, 1926	..	....	..	....	..	....	104¾	Feb 5, 97	..	..
Seat., L. S. & E. 1st g. 6s, 1931,ass.pd.	..	....	..	....	..	....	80	Ja 25, 98	..	..
Southern Pacific Co.—										
Gal., Harris. & S. A. 1st g. 6s, 1910	114	Apr	28	113¼	Jun	6	113¾	June 6	..	..
Do., 2d g. 7s, 1905	110½	Feb	3	110	Feb	27	110	Feb 27	..	..
Do., Mex. & Pac. Div. 1st g.5s,1931	105	Apr	28	100½	Jan	6	103¾	July 29	..	..
Hous. & Tex. C. 1st, W. & N. 7s,1903	..	....	..	....	..	....	102	Nov., 94	..	..
Do., 1st g. 5s, interest gtd., 1937	113½	Jun	28	107	Feb	21	110¾	July 20	..	..
Do., con. g. 6s, interest gtd., 1912	112	Mar	17	111	May	31	111	May 31	..	..
Do., gen. g. 4s, interest gtd., 1921	90	Feb	16	87½	Apr	27	88¾	July 29	88	88½
Morgan's La. & Texas 1st g. 6s, 1920	..	....	..	....	..	....	114	No 17, 97	..	..
Do., 1st 7s, 1918	139	Jan	20	138	Jul	6	138	July 13	..	..
Ore. & Cal. 1st gtd. g. 5s, 1927	105	Mar	18	97	Jan	3	105	Mar 23	..	..
San An. & Ar. P. 1st gtd. g. 4s, 1943	88	Feb	28	77½	Jan	6	80¾	July 29	80	80½
Texas & New Orleans 1st 7s, 1905	..	....	..	....	..	....	116	De 14, 98	..	..
Do., Sabine Div. 1st g. 6s, 1912	..	....	..	....	..	....	106¾	No 17, 97	..	..
Do., con. g. 5s, 1943	106½	Jun	17	102	Jan	3	103¾	July 28	..	..
So. Pac. of Ari. gtd. 1st g. 6s, 1909-10	115	Jun	29	103¾	Jan	3	112	July 28	110	..
So. Pac. of Cal. 1st g. 6s, 1905-12	122	Apr	20	122	Apr	20	122	Apr 20	110	110¾
Do., do., 1st con. gtd. g. 5s, 1937	..	....	..	....	..	....	102½	No 11, 98	..	..
Do., do., 1st con. gtd.5s,1905-37,stpd	109¾	Apr	21	106	Jan	4	108¾	July 29	108½	..
Austin & Nthw. 1st gtd. g. 5s, 1941	101	Apr	5	90	Jan	3	97¾	July 26	..	..
So. Pac. of N. M. 1st g. 6s, 1911	..	....	..	....	..	....	113¾	No 23, 98	..	..
Gila Val.,Globe & N. 1st gtd.g.5s,1924	105¼	Jul	21	104¾	Jun	30	105½	July 28	104¾	105¾
Southern Rway 1st con. g. 5s, 1994	112½	Jun	29	103¾	Jan	3	109½	July 29	109¼	109¾
Do., do., registered	..	....	..	....	..	....	98	Oct 31,98	..	..
Memphis Div. 1st gtd. 4-4½-5s, 1996	110¼	Jun	13	107½	Jan	4	110¼	June 13	..	..
East Tenn. reor. lien g. 4-5s, 1938	110	Jul	8	106	Mar	3	110	July 29	..	..
Alabama Cent. R. 1st g. 6s, 1918	..	....	..	....	..	....	112¼	Au 17,97	..	..
Colum. & Greenville 1st g. 5-6s, 1916	118¾	Jun	8	117	Mar	18	118¾	June 8	..	..
East Tenn., Va. & Ga. 1st 7s, 1900	105¾	Jun	12	104½	Feb	1	105¾	June 12	98¾	..
Do., dividend trust, 1930	113¾	Jun	28	111¾	Jan	14	114½	July 19	..	..
Do., con. 1st g. 5s, 1956	120	....	..	....	114	Jan	6	119¾	July 29	..	..
Georgia Pac. Ry 1st g. 5-6s, 1922	124½	Feb	2	119¾	Jul	28	119¾	July 28	120	122
Knoxville & Ohio 1st g. 6s, 1925	125	May	10	119	Jan	9	121½	May 19	..	..
Richmond & Danville con. g. 6s, 1915	126¾	Jun	24	123	Jan	31	126¾	June 24	123	125
Do., consulid. 6s, 1936	108	Mar	17	100	Mar	17	100	Mar 17	..	..
Do., deb. 5s, stamped, 1927	110	Jun	2	106	Apr	19	109	June 28	..	..
Va. Midland gen. 5s, 1936	116½	Jun	19	110	Jan	5	115¼	July 10	..	..
Do., do., gtd., stamped, 1936	113½	May	13	113¼	May	13	113½	May 13	..	..
Do., serial, Series E	109	Jan	12	109	Jan	12	103	Jan 12	..	..
Wash., Ohio & West. 1st gtd. 4s,1924	94	Jan	31	90	Feb	23	90	Feb 23	..	..
West. No. Car. 1st con. g. 6s, 1914	120½	Apr	14

THE WEEK'S CHANGES.

Following is a list of the stocks in which there was last week net changes of 1 per cent. or more:

Stocks Advanced.

Am. Car & Foundry	3	Lacleds Gas	3
Am. Car & F. pf.	3½	Lake Erie & West	3½
Am. Steel Hoop	2½	L. E. & West. pf.	6½
Am. Cotton Oil pf.	1½	Louis. & Nash.	1½
Am. Steel & Wire	2½	M., St. P. & S. M.	1½
Am. Steel & Wire pf.	1	Mex. N. & T.	1½
Am. Sugar Ref.	2	Nat. Lead pf.	1
Am. Tobacco	1½	Nat. Steel	2½
A., T. & S. F. pf.	1	Nat. Steel pf.	2½
Brook. Rap. Trans.	1	Nort. & West. pf.	1½
Brook. Union Gas	2½	Nor. Pacific	1½
Chi. Con. Trac.	1½	People's Gas Chi.	1
Chi. Bur. & Qy	1½	P., C. C. & St. L.	2½
Chi. & E. Ill.	1	P., C. C. & St. L. pf.	1
Chi. Gt. & L. pf.	2½	Pressed Steel Car	2½
Chi. & Northwest	1½	Pressed Steel Car pf.	2½
Cont. Tobacco	1½	Pitts. & West. pf.	1
Cont. Tobacco pf.	2	St. J. & Gr. I. 2d pf.	2½
Consol. Gas Co.	1½	St. L. & S. F. 2d pf.	1½
Del., Lack. & W.	4½	St. L. Southwestern	1½
Den. & Rio Gr. pf.	1	St. L. Southw. pf.	2½
Gen. Electric	1½	So. Pacific	1½
Hocking Valley	2½	Penn. Coal & Iron	1½
Hocking Valley pf.	1½	Wabash pf.	1
Iowa Central pf.	1½		

Stocks Declined.

Am. Linseed	3	Nat. Lead	1½
Am. Linseed pf.	1	N. Y. Air Brake	1
Am. Malting pf.	2	N. Y. N. H. & H.	1½
Am. Tobacco pf.	1½	Third Avenue	4

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Net changes in bond quotations for the week of 1 per cent. or more were:

Bonds Advanced.

Cent. of Ga. 1st pf. inc.	1½	L. & N., S. & N. Ala. 5s	2
C. & W. Ind. Con. 6s.	1½	Mo., K. & T. 2d	1
Den., M. & M. 1. f.	3½	Mo. Pacific 3d	1½
Int. & G. N. 3d	1	Or. Sh. Line, Inc. B.	1
Iowa Central 1st	2½	St. J. & G. I. 1st	2
Kan. City & Pac. 1st	2	St. L. Southw. 2d	2½
Kent. Central 4s	1½	Tenn. C. & I., DeB. 6s	1
		T.C. & I. 1st Birm. 6s	3½
		Wabash deb., B.	1½

Bonds Declined.

Brook. Rap. Tr. 5s	1½	Or. Sh. Line, Inc. A.	1
Cent. of Ga. con. 5s	1	St. L. & S. F. con. 4s	1
Erie prior lien	1¼	St. P. & Dul. con 4s	2
Ft. W. & D. C. 1st	3	So. Pac., Ariz. 1st	1¼
Gen. Elec. deb. 5s	1	Texas Pacific 1st	1

CALENDAR FOR THE WEEK.

Monday, July 31.

Consolidated Car Heating Company—Books close.
Chicago Great Western Railway—Dividend payable on preferred A stock.
Cornwall and Lebanon Railroad—Dividend payable.
Daylight Prism Company—Dividend payable on common and preferred stock.
Erie and Western Transportation Company—Dividend payable.
General Electric Company—Dividend payable on preferred.
New England Telegraph and Telephone Company—Books close.
New York Air Brake Company—Books close for special meeting.
United States Rubber Company—Dividend payable on common and preferred.

Tuesday, Aug. 1.

Albany (N. Y.) Street Railway — Dividend payable.
American Gem Company—Dividend payable on preferred.
American Tobacco Company—Dividend payable on common and preferred.
Bethlehem Iron Company—Dividend payable.
Burlington, Cedar Rapids and Northern Railroad—Dividend payable.
Canada Southern Railroad—Dividend payable.
Central Railroad Company of New Jersey—Dividend payable.
Chicago Edison Company—Dividend payable.
Chicago, Rock Island and Pacific Railroad—Dividend payable.
Cincinnati, Newport and Covington Street Railway—Dividend payable.
Cincinnati, Portsmouth and Virginia Railroad—Dividend payable on preferred.
Columbus (Ohio) Street Railway—Dividend payable.
Compania Metallurgica Mexicana—Books close for dividend on preferred.
Corn Exchange Bank—Dividend payable.
Des Moines and Fort Dodge Railroad—Dividend payable on preferred.
Edison Electric Illuminating Company of Boston—Dividend payable.
Farmers' Loan and Trust Company—Dividend payable.
Flat Top Land Company—Dividend payable.
German Exchange Bank—Dividend payable.
Great Northern Railway—Dividend payable on preferred.
Hamilton Trust Company, Brooklyn—Dividend payable.
Harrison Brothers & Co.—Dividend payable on preferred.
H. B. Claflin Company—Dividend payable on first and second preferred.
Henderson Bridge Company—Dividend payable.
Huntingdon and Broad Top Mountain Railroad—Dividend payable on preferred.
Illinois Central Railroad—Books close.
International Pump Company—Dividend payable on preferred.
Kings County Trust Company, Brooklyn—Dividend payable.
Lawyers' Title Insurance Company—Dividend payable.
Lincoln National Bank—Dividend payable.
Mahoning Coal Railroad—Dividend payable on common.
Municipal Gas Company, Albany—Dividend payable.
Nassau Trust Company—Dividend payable.
Pacific Bank—Dividend payable.
Pennsylvania Coal Company—Dividend payable.
Procter & Gamble Company—Books close for dividend on common.
Pullman's Palace Car Company—Books close.
Rio Grande Western Railroad—Dividend payable on preferred.
Rochester Gas and Electric Company—Dividend payable on preferred.
St. Joseph and Grand Island Railway—Dividend payable on first preferred.
St. Paul, Minneapolis and Manitoba Railroad—Dividend payable.
Saratoga Gas, Electric Light, and Power Company—Dividend payable on preferred.
Standard Underground Cable Company—Stock dividend payable.
Torrington Company—Dividend payable on Class A stock.
Union Street Railway, New Bedford, Mass.—Dividend payable.
Norwich Iron and Steel Company—Books close.
Worcester (Mass.) Traction Company—Dividend payable on preferred.

Thursday, Aug. 3.

Consolidated Ice Company—Books close for dividend on common.
Northern Pacific Railway—Dividend payable on common.

Friday, Aug. 4.

Jefferson and Clearfield Coal Company—Books close for dividend on preferred.
Toledo and Ohio Central Railroad—Books close for annual meeting.

Saturday, Aug. 5.

St. Paul Gas Light Company—Books close.

Bank of Spain's Report.

MADRID, July 30.—The report of the Bank of Spain for the week ended yesterday shows the following: Gold in hand, no change; silver in hand, increase, 2,420,000 pesetas; notes in circulation, decrease, 4,316,000 pesetas.

OUTSIDE SECURITIES.

Following are the latest quotations for securities not listed or inactive on the Stock Exchange. These quotations are compiled from reports made to The New York Times by many of the most active and reputable commission brokers. Information is solicited from all persons interested. Address FINANCIAL EDITOR, THE NEW YORK TIMES.

Street Railways.

	Bid.	Asked.
Atlantic Avenue con. m. 5s	112	115
Atlantic Avenue gen. m. 5s	107	..
Atlantic Avenue imp. 5s	95	100
Bleecker St. & F. Ferry stock	38	41
Bleecker St. & F. F'y 1st 7s	102	104
Broadway & Seventh Avenue	230	240
Broadway & Seventh Av. 1st	110	118
Broadway & Seventh Av. 2d	115	120
Broadway Surface 1st 5s	115	116
Broadway Surface 2d	105	106
Brooklyn, Bath & W. E. 5s	101	..
Brooklyn City R. R. 1st m. 5s	117	..
Brooklyn City Railroad	249	251
Brooklyn City & New. 1st	116	120
Brooklyn El. bonds	103½	106
Buffalo Crosstown 5s	112	113
Buffalo Street Railway stock	100	103
Buffalo Street Ry. 1st consols	110	..
Central Crosstown	250	270
Central Crosstown 1st 6s	125	..
Central Park, N. & E. River	190	113
Central Park, N. & E. R. 7s	112	175
Christopher & Tenth Street	170	107
Cleveland Electric con. 5s	105	250
Coney Island & Brook. stock	300	106
Coney Island & Brook. 1st 5s	103	90
Consolidated Traction of N. J.	89	112
Con. Traction of N. J. 5s	111	101
Columbus (Ohio) stock	101	115
Columbus (Ohio) 5s	111	104
Columbus Crosstown 1st 5s	103	..
D. D., E. B. & B. stock	150	165
D. D., E. B. & B. 5s	118	125
D. D., E. B. & B. 5 p. c. scrip	102	105
Eighth Avenue Railroad	385	..
Eighth Avenue 6 per cent. scrip	108	..
42d St. & Grand St.	400	420
42d St., Man. & St. Nich. Av.	84	88
42d St., Man. & St. N. Av. 1st	117	119
42d St., Man. & St. N. Av. 2d	89	92
Kings County El. 4s, (new)	94	94½
Louisville St. Railway com.	42	44
Louisville St. Ry. pf.	111	113
Nassau Elec. 1st 5s, (Bklyn)	113	..
Nassau Electric 4s	95	97
New Orleans Tr. com., (new)	21	22
New Orleans Tr. pf., (new)	96¼	98
Ninth Avenue	170	180
North Jersey Street Railway	35½	36½
North Jersey Street Ry. 4s	94	95
North Shore Traction, com.	15	16
North Shore Traction pf.	85	87
Orange & Passaic Val. bonds	103½	104½
Rochester Railway	20	24
Rochester Railway con. 5s	107	110
Sixth Avenue stock	203	220
Second Avenue 1st m. 5s	109	110
Second Avenue consol. 5s	115	120
South Ferry 1st 5s	113	118
Steinway R. R. Co. 6 p. c. 1st	115	116
Twenty-third Street	390	405
Twenty-third Street deb. 5s	108	108
Union Railway	190	200
Union Railway, 1st 5s	113	118
United Traction, Providence	102	104
United Trac., Prov., bonds	115	116
Worcester Traction common	33	35
Worcester Traction pf.	105½	107

Ferry Companies.

	Bid.	Asked.
Hoboken Ferry, new	53	55
Hoboken Ferry con. 5s	95	95½
Metropolitan Ferry 5s	110	112
N. Y. & Brooklyn Ferry	34	37
N. Y. & Brooklyn Ferry 5s	95	96½
Union Ferry	42	44
Union Ferry bonds	101	102

Trust Companies, &c.

	Bid.	Asked.
American Surety	215	225
Atlantic	200	225
Bond & Mort. Guar. Co.	295	310
Brooklyn	415	..
Central	1990	2010
City	375	..
Colonial	115	..
Continental	310	..
Farmers' Loan & Trust	1425	1450
Fifth Avenue	395	..
Franklin	310	..
German-American	35	..
Guaranty	900	..
Hamilton	265	..
International Banking & Trust	155	175
Kings County	345	..
Knickerbocker	360	..
Lawyers' Surety	102	108
Lawyers' Title Insurance	145	155
Long Island Loan & Trust	250	260
Manhattan	235	..
Manufacturers', Brooklyn	330	..
Mercantile	380	..
Metropolitan	390	..
Nassau	175	..
N. Y. Security & Trust	600	..
N. Y. Life Ins. & Trust	1450	..
People's	305	320
Produce Exchange, (new stock)	200	205
Real Estate Trust Co.	300	..
Standard	220	..
State	400	..
Title Guarantee & Trust	395	405
Trust Company of America	295	299
Union	1400	..
U. S. Mortgage & Trust	485	..
United States	1600	..
Washington	300	..
Williamsburg	220	230

Insurance Companies.

	Bid.	Asked
Citizens'	115	120
Commonwealth	100	105
Continental	512	..
Eagle	245	250
Empire City	90	100
Farragut	110	..
German-American	515	..
Germania	275	..
Greenwich	165	170
Hamilton	105	110
Hanover	175	185
Home	210	230
Kings County	180	..
Nassau, Brooklyn	155	..
New York	100	110
Niagara	180	..
North River	140	..
Pacific	150	160
Peter Cooper	115	125
Phenix, Brooklyn	195	205
Rutgers	95	100
Stuyvesant	70	80
United States	117	123
Westchester	300	..
Williamsburg City	430	..

Banks.

	Bid.	Asked.
America	425	..
American Exchange	181	..
Astor National	400	..
Bowery	285	305
Broadway	235	..
Butchers & Drovers'	85	..
Central	180	190
Chase	400	..
Chatham	305	..
Chemical	4300	..
Citizens'	142	..
City	1975	2050
Colonial	240	..
Columbia	160	..
Commerce	265	275
Continental	130	140
Corn Exchange	360	380
East River	135	..
Eleventh Ward	105	..
Fifth Avenue	2750	3100
Fifth National	225	..
First National	3250	..
Fourth National	190	..
Fourteenth Street	140	165
Gallatin	375	..
Gansevoort	85	..
Garfield	1500	..
German-American	115	..
Germania	380	..
German Exchange	240	260
Greenwich	165	..
Hamilton	125	..
Hanover	725	..
Hide & Leather	117	..
Home	100	..
Importers & Traders'	535	..
Irving	165	..
Leather Manufacturers'	200	..
Liberty	225	..
Lincoln	750	..
Manhattan	250	..
Market & Fulton	225	..
Mechanics'	200	215
Mechanics & Traders'	..	101
Mercantile	195	..
Merchants'	175	..
Merchants' Exchange	120	..
Metropolis	415	..
Mount Morris	240	..
Mutual	140	..
Nassau	152½	..
National Union	330	..
New Amsterdam	405	..
New York	245	..
New York National	600	..
New York National Exchange	116	..
Nineteenth Ward	100	..
Ninth National	90	95
North America	180	..
Oriental	190	..
Pacific	170	..
Park	510	..
People's	200	..
Phenix	107	114
Plaza	450	..
Produce Exchange	130	..
Republic	190	..
Riverside	190	..
Seaboard	225	..
Second National	550	..
Seventh National	160	..
Shoe & Leather	103	108
State of New York	125	135
Twelfth Ward	130	..
Union Square	210	230
Western	325	..
West Side	300	..
Yorkville	210	..

Industrial and Miscellaneous.

	Bid.	Asked.
Acker, Merrall & Condit 6s	100½	102
Amalgamated Copper	97	97¼
American Air Power	..	71
American Bank Note Co.	49	52
American Grocery 1st pf.	..	7
American Press Association	100	107
American Soda Fountain	5	10
American Soda Fountain 1st pf.	45	50
American Soda Fountain 2d pf.	10	15
American Typefounders'	49	51
American Graphophone	125	130
American Graphophone pf.	130	140
Anderson Tobacco	10	12
Barney & Smith Car	22	25
Barney & Smith pf.	80	85
Barney & Smith Car 6s	100	107
Beet Sugar	30	32
Beet Sugar pf.	81	82
Bliss, E. W.	132	140
Bliss, E. W., pf.	125	130
British Columbia Copper	9⅝	10
Carter-Crume pf.	60	80
Celluloid Company	88	92
Central & South American Tel.	113	114
Central Fireworks	14	16
Central Fireworks pf.	57½	60
Chesebrough Mfg.	340	345
Ches. & Potomac Tel. stock	75	80
Chicago & Alton subs	113½	114
Chicago & Alton 3s, (new,) w. i.	95⅞	96¼
Consolidated Car Heating	48	55
Consolidated Fireworks com.	8	15
Consolidated Fireworks pf.	60	70
Cramps' Ship and Eng. Bldg.	81	85
Distilling Company of America	20	22
Distilling Co. of America pf.	57	59
Eastman Kodak Co.	100	110
Electric Boat	12	16
Electric Boat pf.	35	45
Electric Vehicle	98	200
Electric Vehicle pf.	115	125
*Electro-Pneumatic, ass't paid.	1⅞	2
Empire & Bay State Tel.	76	..
Erie & Western Trans.	85	95
Flemington Coal & Coke	24	26
General Carriage	34¾	37½
General Chemical	50	..
General Chemical pf.	98	101
General Electric Automobile	10	15
Gorham Mfg. Co. pf.	116	120
Havana Commercial	26	27½
Havana Commercial pf.	65½	67
Hecker-Jones-Jewell Milling	15	20
Hecker-Jones-Jewell Milling pf.	45	54
Hecker-Jones-Jewell M. bonds	96	..
Hoboken Land & Imp.	110	..
Hoboken Land & Imp. 6s	105	..
Hudson River Telephone	106	110
Illinois Transportation	5⅝	6
International Power	..	77
International Pump	23	25
International Pump pf.	67	68
Iron Steamboat	5	6¼
Iron Steamboat 6s	60	70
J. B. Stetson com.	75	..
J. B. Stetson pf.	115	..
Journeay & Burnham com.	5	..
Journeay & Burnham pf.	25	..
Lanston Monotype	90	95
Lorillard pf.	115½	117½
Madison Square Garden stock	..	5
Madison Square Garden 2d 6s	25	35
Markeen Copper	9¼	10
Mergenthaler Linotype	195	205
Mexican 6s	100¾	100⅝
Michigan Pen. Car bonds	106¾	107½
Mosler Safe Co. pf.	..	100

Industrial and Miscellaneous—Continued.

	Bid.	Asked.
National Gramophone	38	39½
National Salt	..	42½
National Salt pf., ex div.	71	74
National Wall Paper deb. stock	70	80
New England Transportation	99	104½
N. Y. Biscuit bonds, 6s	110½	114
N. Y. Transportation	22¾	23¾
N. Y. & N. J. Telephone	180	190
Nicaragua Construction, new	..	10
Old Dominion Steamship	90	..
Otis Elevator	34½	36
Otis Elevator pf., ex div.	93	95
Penn. Salt Mfg.	109	..
Phil. & Wil. Steamboat	132	140
Pittsburg, Bessemer & L. E.	23	24
Pratt & Whitney com.	4½	8
Pratt & Whitney pf.	40	50
Procter & Gamble	370	380
Procter & Gamble pf.	190	200
Republic Iron & Steel	18⅝	18½
Republic Iron & Steel pf.	64	..
R. I. Perkins Horseshoe pf.	25	..
Royal Baking Powder	98	99½
Rubber Goods	30	30½
Rubber Goods pf.	86½	87
Safety Car Heating & Light	145	155
St. Louis subs.	125	125½
St. Louis com., when issued	21	22
St. Louis pf., when issued	73½	74½
St. Louis 4s, when issued	92½	93¼
Simmons Hardware com.	140	145
Simmons Hardware pf.	125	130
Singer Mfg. Co.	520	550
Standard Coupler	..	39
Standard Oil	462½	464
Susquehanna Coal 6s	120	..
Swift & Co.	101¼	102
Swift & Co. 1st 6s	108	110
Tennessee Copper	19	19½
Texas & Pacific Coal	62	66
Texas & Pacific Coal 1st	110	..
Trenton Potteries com.	7	13
Trenton Potteries pf.	..	55
Trow Directory, new	55	65
*Union Copper	30	40
Union Steel & Chain	29	30
Union Steel & Chain pf.	69	70
Union Switch & Signal	83	88
Union Switch & Signal pf.	120	125
Union Typewriter com.	23	24
Union Typewriter 1st pf.	114	116
Union Typewriter 2d pf.	18	121
United Shoe Machinery com.	35	37
United Shoe Machinery pf.	25	27½
United States Envelope 1st 6s	111	112½
United States Glass	33	35
United States Glass pf.	80	85
Union Typewriter 1st pf.	114	116½
U. S. Pneumatic Horse Collar	⅝	¾
United Verde Extension	5	5½
*Wahnita Copper	6¾	7¼
Westinghouse Air Brake	440	450
Worthington Pump pf.	106¾	110¾

*Selling dollars per share. Par value $10.

Gas Companies.

	Bid.	Asked.
Baltimore Consolidated	67¾	68¾
Baltimore 1st 5s	111	113
Bay State	1⅜	1⅞
Buffalo (N. Y.) 1st, with int.	82	84
Buffalo (N. Y.) stock	8	9½
Central Union Gas bonds	106½	107½
Chicago Consumers' 1st 5s	108	109
Chi. Eq. Gas L. & F. 1st 5s	103½	106
Chi. P. Gas & C. 1st 6s	108	..
Chi. P. Gas & C. 2d 6s	106	108
Chi. P. Gas & C. con 6s	118	126
Chicago P. Gas refunding 5s	104½	106½
City Gas (Norfolk, Va.)	45	50
City Gas, (Norfolk, Va.) 1st 6s	101	..
Consolidated Gas of Newark	58	60
Consol. Gas of Newark bonds	105	106
Consolidated Gas of N. J.	21	24
Consolidated Gas (N. J.) bonds	87	90
Consumers' Gas (Jersey City)	92	96
Con. Gas (Jersey City) bonds	108	110
Essex & Hudson Gas	42½	44
Fort Wayne (Ind.) stock	..	65
Fort Wayne (Ind.) 1st 6s	76	79
Grand Rap'ds stock	103	105
Grand Rap'ds bonds	103	105
Ind. Nat. & Ill.	48	52
Ind. Nat. & Ill. 1st 6s	67	70
Indianapolis stock	107	115
Indianapolis 1st 6s	105	107
Lafayette (Ind.) stock	..	65
Lafayette 1st 6s	77	82
Logansport & Wab. Val. stock	48	52
Logansport & Wab. Val. 1st 6s	67	70
Madison (Wis.) Gas	78	82
Madison (Wis.) 1st 6s	107	111
Mutual of New York	200	310
New Amsterdam	34¾	34½
New Amsterdam pf.	59	60¼
New Amsterdam 1st 5s	100½	101
New England Gas & Coke	20½	22
New England G. & C. bonds	79	80
N. Y. & E. R. Gas co. 1st	110	115
N. Y. & E. R. Gas Co. con	109	112
N. Y. Suburban Gas Co. bonds	102½	103½
North Hudson L., H. & P. Co.	55	56
N. Hudson L., H. & P. Co. bds.	107	109
Ohio & Indiana stock	48	52
Ohio & Indiana bonds	67	70
St. Joseph (Mo.)	40	45
St. Joseph (Mo.) 5s	93	95
St. Paul Gas stock	50	52
St. Paul Gas bonds	88	91
Standard Gas, New York	112	..
Standard Gas, New York, pf.	135	138
Standard Gas, New York 1st	116	118
Syracuse Gas stock	16	19
Syracuse Gas 5s	79	83
Western Gas Co., Milwaukee	99	100
West. Gas Co. bonds, Milw'kee.	108	110
Williamsburg 1st 6s	101	103

Guaranteed Stocks.

	Bid.	Asked.
Atlanta & Charlotte	127	..
Bald Eagle Valley	200	..
Boston & Providence	300	..
Cayuga & Susquehanna	200	..
Columbus & Xenia	214	217
Delaware & Pound Brook	175	185
Detroit, Hillsdale & S. W.	102	..
Erie & Pittsburg	155	165
Fort Wayne & Jackson pf.	138	..
Gold & Stock Tel. Co.	120	..
Grand River Valley	113	..
Inter-Ocean Tel. Co.	120	..
Kansas City, St. L. & C. pf.	150	..
Kal., Allegan & G. Rapids	145	..
Louisiana & Mo. R. pf.	175	..
Naugatuck	252	265
New York & Harlem	380	..
N. Y., Lackawanna & Western	133	135
Northwest Tel. Co.	115	..
Norwich & Worcester pf.	208	..
Old Colony	202½	..
Oswego & Syracuse	209	..
Pacific & Atlantic Tel.	70	..
Peoria & Bureau Valley	182	..
Pitts., McK. & Yough.	140	..
Providence & Worcester	275	..
Rome & Clinton	125	..
Troy & Greenbush	140	..
Utica & Black River	175	..
Utica, Chen. & Sus. Valley	150	154
United N. J. R. R. & C. Co.	274	..
Valley of New York	112	..

The Car Famine.

Continued from Page 1.

now 2,000 cars short of requirements. The Baltimore and Ohio could use 1,000 more cars at once. The Nickel Plate cannot handle nearly all of its freight. The Pennsylvania has largely increased its stock of cars, but is already short of equipment. More pianos have been shipped from Chicago West and Southwest in the past three months than in five years before. Business above their car capacity is reported by the Missouri Pacific, Missouri, Kansas and Texas, and St. Louis and San Francisco.

Outside Securities.

In the market for outside securities during the past week advances were recorded in a number of issues, and at the close on Saturday market conditions seemed at least as favorable as at the close of the previous week. Indeed, in the increased activity, accompanied by a good deal of strength in several quarters of the market, it seemed that the predictions of improvement made by many observers of the market had begun to be realized. A number of issues, it is true, showed on Saturday material recessions from the closing bids of the previous week, but most of these declines were in stocks that were very dull. In the absence of activity these issues showed a tendency to sag, but in nearly all the issues in which the week's transactions were at all large, substantial improvement showed. Especially at the end of the week did the market show strength and increased activity. Early in the week the market had been very dull, and on several days curb brokers had very little to do, and even at the end of the week activity was confined to a few issues.

Much attention was given to the New Amsterdam Gas stocks, and many rumors affecting these issues were circulated during the week—most of them merely the repetition of earlier rumors, and they seemed to have little better foundation than when they were first spread. Late in the week intimations were had that the various opposing interests in the local gas industry were about to come together to settle the question of the gas war and to prevent the continuance of rates that are said to leave absolutely no margin for profit, if indeed they do not entail actual loss. Nothing developed to show on what the report was founded, or at all events to indicate that the prediction of an early settlement was more reliable than the many other similar reports that had proved unfounded, but the report had much influence on the stock of the New Amsterdam Gas Company. The common stock gained 3½ points net, closing for the week at 34⅜ bid, and the preferred stock, which closed at 59 bid, gained 1½ points net. Early in the week there had been a good deal of unfavorable talk about the gas stocks and about New Amsterdam Gas in particular, but its effect on the price of the stock was much less than that of the more favorable rumors of the latter part of the week. Those who are bearing New Amsterdam Gas say that at the present rates the company cannot earn its fixed charges, and that a much longer continuation of the war will prove disastrous. On the other hand, those who take the more optimistic view say that the New Amsterdam Company can make gas much more cheaply than any of the other local gas companies, and is thus in a much stronger position than they occupy, and also that the probability is that a settlement will soon be reached. The latter view seems to be the one adopted by nearly all the stockholders of the New Amsterdam Gas Company, for nothing like extensive liquidation in the stocks of this company appears.

The St. Louis Street Railway subscriptions were active and strong and advanced steadily throughout the week. Opening at about 116, they sold up to 125, and on Saturday closed at 125 bid. The details of the proposed consolidation were made public on Friday, and immediately a market was made for the several securities to be issued under the plan of merger. On Saturday more than 1,000 shares of the common and preferred stocks were traded in, and during the first day's trading the bids for both issues of stock, as well as for the bonds, were substantially advanced. The common stock closed at 21 bid, the preferred at 73½ bid, and the bonds at 92½ and interest bid.

Chicago and Alton subscriptions were also in good demand, and on large transactions advanced 1 point, from 112¾ to 113¾. They closed at 113½ bid. The price of the 3 per cent. bonds which it is proposed to issue advanced steadily early in the week, and later, when the sale of $10,000,000 of the bonds to a syndicate headed by Goldman, Sachs & Co. was announced, the price of the bonds advanced sharply to 96, which, according to rumor, was the price at which the bonds had been taken by the purchasing syndicate. The $10,000,000 of the Chicago and Alton bonds purchased by Goldman, Sachs & Co. represent one-fourth of the authorized issue and the full amount of the bonds which it is proposed to issue at present. It is understood that this first issue of bonds will be made about the middle of October. It was at first said that the purchase of these bonds was made conditional upon the bonds being declared legal investment for savings banks, but this was not the case. The syndicate formed for the purpose bought the bonds outright.

Rubber Goods was the most active of the industrial stocks. It was announced during the week that the Rubber Goods Manufacturing Company had acquired the Dunlop tire and would secure the stock of the Dunlop Tire Company by issuing a certain amount of treasury stock. The agreement of purchase provided that the stock of the Rubber Goods Manufacturing Company issued for the purpose of acquiring the Dunlop tire should not be put upon the market at the present time, and in fact not within two years. This, however, did not seem to be clearly understood, and a good deal of Rubber Goods common was put upon the market in anticipation of a decline, which the selling of a large block of stock might be expected to bring about. The preferred stock, however, continued to advance, and closed at 86½ bid, a net gain of 1¾ points. The common stock lost 1½ points, closing at 30 bid.

Republic Iron and Steel advanced about 2 points in each issue, the common stock ending the week at 18¾ bid, and the preferred at 64 bid. There was some talk of a dividend being declared very soon on the preferred stock of the Republic Iron and Steel Company, but this proved to be premature, as the company's first quarter does not end July 31, but Aug. 31. It was said by persons closely connected with the company that there is no doubt as to the payment of the dividend on the preferred stock at the end of the quarter. A strike occurred in one of the company's works, but it was settled in a day or two, and the announcement of the strike had no effect on the stock.

Amalgamated Copper, and, in fact, all the copper stocks, were dull. Several of them, including Amalgamated Copper, Anaconda Copper gained 1 point, and Union Copper advanced several points, closing at 30 bid.

INACTIVE STOCKS—LAST TRANSACTIONS NEW YORK STOCK EXCHANGE.

The following table gives the range of prices in 1899 for stocks in which there have been no dealings during the past week. Where no sale has occurred this year the last recorded transaction is given:

Closing July 29. Bid.	Asked	STOCKS.	Amount Outstanding.	Last Dividend.	Range in 1899. Highest.		Lowest.		Last Sale.
195	..	**Albany & Susquehanna**	$3,500,000	July, 1899 3½	*206½	May 11	*206½	May 11	*206½ May 11, 1899
..	..	American Bank Note	.....	.....	.....	.....	.....	.....	*43 Mar. 5, 1898
..	39	American District Telegraph	3,845,000	May 15, 1899 1	52½	Mar. 3	33	Jan. 3	38 July 1, 1899
..	..	American Spirits Mfg.	27,864,300	....	15½	Mar. 13	5¾	July 20	5¾ July 20, 1899
..	..	American Spirits Mfg. pf.	6,866,000	....	41⅛	Mar. 13	29	June 1	*27½ July 20, 1899
18	19	Ann Arbor	3,250,000	....	18	July 19	14	Apr. 20	18 July 19, 1899
..	..	At. & Charlotte Air Line	1,700,000	Mar. 6, 1899 3	..	.....	..	.....	*121 Nov. 28, 1898
7	9	**B. & O. Southwest.** pf., tr. r.	19,767,300	....	9½	Apr. 12	7¾	June 23	8¼ July 12, 1899
..	..	Beech Creek	5,605,000	July, 1899 1	..	.....	..	.....	100 Oct. 31, 1898
106½	..	Boston Air Line pf.	1,428,000	July, 1899 2	..	.....	..	.....	106¾ Oct. 19, 1898
..	..	B'lyn Wharf & W. pf., Series B.	5,000,000	....	21	Feb. 15	21	Feb. 15	21 Feb. 15, 1899
31	33½	Buff., Roch. & Pittsburg	6,000,000	....	35	Jan. 3	30¾	Mar. 25	35 June 6, 1899
74	75	Buff., Roch. & Pittsburg pf.	6,000,000	Feb. 15, 1899 1	78	Jan. 14	60	May 9	73 July 13, 1899
100	..	Bur., Cedar Rap. & Northern	5,500,000	Feb. 1, 1899 4	110	Jan. 31	100	Jan. 17	*110 May 22, 1899
93	96	**Capital Traction**	12,000,000	July 1, 1899 75c	*92	May 26	85	Feb. 20	*92 May 26, 1899
..	..	Central Coal & Coke	1,500,000	....	.....	.....	.....	.....	20¾ Oct. 13, 1898
..	..	Chicago & Alton	18,764,000	Mar. 1, 1899 1¾	175½	Mar. 28	108	Jan. 11	171 April 5, 1899
..	..	Chicago & Alton pf.	3,479,500	Mar. 1, 1899 1¾	*199	Feb. 10	*192	Jan. 30	*198½ Feb. 15, 1899
..	..	Chicago Stock Yards	6,500,000	July 1, 1899 4	..	.....	..	.....	102½ May 22, 1897
..	..	Chicago Stock Yards pf.	6,500,000	July 1, 1899 1½	..	.....	..	.....	120 June 4, 1898
37¾	41	Cleve., Lor. & Wheeling pf.	5,000,000	Oct., 1898 1½	45	Apr. 26	37¼	June 23	37¼ June 23, 1899
184	..	Cleveland & Pittsburg	11,243,700	June 1, 1899 1¾	*188½	June 28	184¾	Mar. 6	*188½ June 28, 1899
1¾	2	Col. Coal & Iron Dev.	5,500,000	....	5⅜	Apr. 21	1⅞	Jan. 17	*1⅝ July 20, 1899
..	5	Col. Coal & Iron Dev. pf.	500,000	....	8⅛	Apr. 21	2	Apr. 14	*6 May 10, 1899
..	..	Col. & Hock. Coal & Iron pf.	336,700	....	30	June 9	*10	Feb. 25	30 June 9, 1899
179	..	Commercial Cable	10,000,000	July 1, 1899 1¾	180	Jan. 26	180	Jan. 26	180 Jan. 26, 1899
50	56	Consolidation Coal	10,250,000	Feb., 1899 2	56	Mar. 23	52	Mar. 7	52½ May 1, 1899
105	..	**Des Moines & Ft. D.** pf.	763,000	Aug., 1898 6	110	June 13	80	Jan. 3	110 June 20, 1899
..	..	Detroit City Gas	4,313,000	....	85	May 12	63	Jan. 4	85 May 12, 1899
..	..	Dul., South Shore & Atlantic	12,000,000	....	5¾	Apr. 20	3	Apr. 14	4 June 26, 1899
880	..	**Eighth Avenue**	1,000,000	July, 1899 3¾	.....	.....	.....	.....	*382½ Oct. 3, 1898
161½	19	Erie 2d pf.	16,000,000	....	22½	Jan. 30	16¼	May 8	*18¼ June 30, 1899
96	99	Erie Tel. & Tel.	5,000,000	May 15, 1899 1	99	July 5	*92¾	Jan. 14	97¼ July 15, 1899
82	85	Evans. & Terre Haute pf.	1,284,000	Apr. 15, 1899 2	85	June 13	70	Jan. 7	*80 July 7, 1899
..	..	**Ft. W. & Denver City**	2,555,000	Mar. 15, 1898 2	25	Jan. 5	15	June 6	15 June 6, 1899
..	..	**Gold & Stock Tel.**	5,000,000	July, 1899 1¼	.....	.....	.....	.....	*106½ Dec. 14, 1897
..	..	Green Bay & Western	2,500,000	Feb. 15, 1899 1½	*30	Mar. 23	*30	Mar. 23	*30 Mar. 23, 1899
107	107½	Glucose Sugar Ref. pf.	12,619,300	June 1, 1899 1¾	110	Jan. 12	106¾	May 31	107½ July 19, 1899
..	..	**H. B. Claflin** 1st pf.	2,600,300	May 1, 1899 1¼	*101	June 6	*99½	Jan. 31	*101 June 6, 1899
..	..	H. B. Claflin 2d pf.	2,570,600	May 1, 1899 1¼	*100	Feb. 28	*100	Feb. 28	*100 Feb. 28, 1899
..	..	Harlem	8,638,650	July 1, 1899 2	*390	Mar. 14	*380	Jan. 25	*390 Apr. 12, 1899
..	..	Hawaiian Sugar	10,000,000	....	120½	May 2	57½	Jan. 3	*105 May 20, 1899
72	75	Homestake Mining	12,500,000	July 25, 50c	74¼	June 30	60½	Feb. 10	*74½ July 21, 1899
3¼	5	**Keokuk & Des Moines**	26,000,000	....	5½	Feb. 1	3	May 9	3½ June 20, 1899
18	19	Keokuk & Des Moines pf.	1,524,600	Apr. 15, 1899 ½	18	July 5	16	May 2	18 July 5, 1899
..	..	Keokuk & Western	4,500,000	Jan. 1, 1899 1	*32	Jan. 25	*30½	Jan. 16	*32 Jan. 25, 1899
50	52½	Knickerbocker Ice of Chicago	4,000,000	July 1, 1899 1¼	63½	Feb. 23	45	Apr. 7	50½ July 12, 1899
74	75	Knickerbocker Ice (Chi.) pf.	3,000,000	July 1, 1899 3	84	Feb. 17	72	June 24	74 July 7, 1899
98	100	**Laclede Gas** pf.	2,500,000	June 15, 1899 2½	102½	May 18	95	Mar. 9	95½ July 18, 1899
201½	210	Lake Shore & Michigan So.	49,466,500	July 28, 1899 3½	208	Jan. 24	196½	Jan. 5	201¾ June 30, 1899
10	22	**Manhattan Beach**	5,000,000	....	39	Apr. 25	5	Feb. 25	16 June 29, 1899
58	75	Maryland Coal pf.	1,876,000	July 1, 1899 2½	60	Apr. 25	58	Apr. 24	60 Apr. 29, 1899
..	..	Mergenthaler Linotype	10,000,000	June 30, 1899 5	.....	.....	.....	.....	*152 May 31, 1899
111	..	Michigan Central	18,738,000	July 28, 1898 2	116	Jan. 24	112	Jan. 13	*110½ July 19, 1899
..	..	**Nash., Chat. & St. L.**	10,000,000	Nov. 1, 1898 1	.....	.....	.....	.....	*72½ Nov. 21, 1898
..	..	National Linseed Oil	1,000,000	....	9¼	Jan. 14	3½	June 9	3½ June 9, 1899
5	7	National Starch Mfg.	5,000,000	....	8¾	May 3	4½	Mar. 17	*5½ May 9, 1899
50	50½	National Starch 1st pf.	3,000,000	May 1, 1898 2	50	Mar. 18	43	April 20	43 Apr. 20, 1899
10	20	Nat. Starch Mfg. 2d pf.	2,500,000	Jan., 1896 6	23	Feb. 9	13	Mar. 17	*15 Apr. 4, 1899
37	39	New Central Coal	1,000,000	Apr. 3, 1899 2	42	Jan. 25	37¼	Apr. 24	*37 May 11, 1899
..	..	New York Mutual Gas	3,500,000	July 10, 1899 3	..	.....	..	.....	*350 Nov. 16, 1897
13¼	14	N. Y., Chi. & St. Louis	14,000,000	....	19¾	Jan. 23	12	June 29	13 July 18, 1899
65	75	N. Y., Chi. & St. Louis 1st pf.	5,000,000	Mar., 1898 2	79	Jan. 23	65	Mar. 7	68 June 29, 1899
..	..	New Jersey & New York Tel.	5,000,000	July 15, 1899 1½	..	.....	..	.....	*124 Jan. 28, 1897
60	75	Norfolk & Southern	2,000,000	July 10, 1899 1	70½	June 2	70	May 15	70½ June 2, 1899
..	..	**Omaha & St. Louis**	621,900	....	*5	May 26	*5	May 26	*5 June 26, 1899
40½	42½	Oregon R. R. & Navigation	24,000,000	July 2, 1898 1	52	Jan. 23	33	June 2	*40 July 22, 1899
75	78	Oregon R. R. & Navigation pf.	11,000,000	July 11, 1899 2	77	July 6	68¾	June 16	75½ July 21, 1899
37	39	**Pacific Coast**	6,809,400	Apr. 17, 1899 1	51	Jan. 26	33	May 11	*39½ July 15, 1899
83	88	Pacific Coast 1st pf.	1,515,500	Apr. 17, 1899 2½	99	Feb. 20	84½	Apr. 18	*83 July 18, 1899
..	..	Panama	7,000,000	Jan. 3, 1898 2	.....	.....	.....	.....	*26 Sep. 22, 1897
..	..	Park Steel Co. pf.	5,000,000	June 1, 1899 1¾	*110	June 26	*110	June 26	*110 June 26, 1899
375	..	Pennsylvania Coal	1,000,000	May 1, 1899 4	*375	June 17	*362	Feb. 16	*375 June 17, 1899
4	5	Peoria & Eastern	10,000,000	....	7	Jan. 10	4	May 27	4 June 19, 1899
..	..	P. Lorillard pf.	2,000,000	July 1, 1899 2	121	Jan. 16	*117	May 16	*117 May 16, 1899
184	..	Pitts., Ft. W. & Chicago	19,714,200	July 1, 1899 1¾	*188¼	June 9	180	Jan. 10	*183¼ June 9, 1899
..	..	Pitts., McKeesport & Yough.	4,000,000	July, 1899 3	*137	Mar. 3	*137	Mar. 3	*137 Mar. 3, 1899
2	2½	**Quicksilver**	5,708,700	....	4	Apr. 13	2¼	June 14	2¼ June 14, 1899
191	..	**Rens. & Saratoga**	10,000,000	July 1, 1899 4	*194	May 11	*187	Feb. 14	*193 June 28, 1899
30	38	Rio Grande Western	10,000,000	Sep. 30, 1898 2	43½	Feb. 3	25½	Jan. 4	*38 May 3, 1899
131	..	Rome, Watertown & Ogdens.	10,000,000	May 15, 1899 1¼	139½	Jan. 26	129¾	Mar. 1	*131½ June 5, 1899
70½	72	**St. L. & San Fran.** 1st pf.	5,000,000	July 0, 1899 2	75½	Jan. 26	64	May 13	69 July 19, 1899
103	104	St. Paul & Duluth pf.	4,000,000	Mar. 1, 1899 3½	106	Jan. 23	98½	Jan. 5	103 July 1, 1899
170	185	St. Paul & Omaha pf.	12,646,800	Feb. 20, 1899 3½	182	June 29	170	Jan. 16	182 June 29, 1899
60¼	61	Silver Bullion certificates	.....	....	65	Apr. 28	60.	Apr. 21	60¼ June 29, 1899
200	..	Sixth Avenue	2,000,000	July 1, 1899 3½	*200	Mar. 2	*200	Mar. 2	*200 Mar. 10, 1899
..	..	Standard Dis. & Dis.	16,000,000	....	25½	Jan. 14	12½	June 2	*13 July 20, 1899
..	..	Stand. Dis. & Dis. pf.	8,000,000	July 10, 1899 1¾	82½	Jan. 10	57½	June 28	61 July 12, 1899
..	..	Standard Gas	5,000,000	June 30, 1899 1	..	.....	..	.....	*147 Jan. 22, 1898
..	..	Standard Gas pf.	3,721,100	June 30, 1899 3	..	.....	..	.....	*144½ Jan. 24, 1898
..	..	Southern & Atlantic Tel.	559,525	July, 1899 2½	..	.....	..	.....	100 Feb. 17, 1898
..	..	**Tenn. Coal & Iron** pf.	1,000,000	July 15, 1893 1	145	Mar. 28	111	Jan. 4	*140 June 12, 1899
..	..	Texas Central	2,649,400	....	.....	.....	.....	.....	10 July 13, 1897
..	..	Texas Central pf.	1,324,500	Jan. 16, 1890 4	..	.....	..	.....	*40½ Feb. 5, 1897
..	20	Toledo & Ohio Central	6,500,000	Nov. 15, 1893 1	25	Jan. 25	20	Jan. 21	20 Apr. 4, 1899
..	40	Toledo & Ohio Central pf.	3,705,000	July 25, 1899 1¼	43	Mar. 22	35	Jan. 25	42 Apr. 3, 1899
..	..	**Union Ferry**	3,000,000	July 1, 1899 ½	..	.....	..	.....	64 July 13, 1897
..	..	United N. J. R. R. & Canal	21,240,400	July 10, 1899 2½	..	.....	..	.....	*215½ Mar. 15, 1897
..	..	Utica & Black River	2,223,000	June 1, 1899 3½	..	.....	..	.....	165 Oct. 20, 1897
185½	188¼	**Wagner Palace Car**	20,000,000	....	182	July 18	181	July 17	182 July 18, 1899
..	..	Warren Railroad	1,800,000	July, 1899 3½	..	.....	..	.....	*174 Nov. 11, 1898
..	..	West Chicago Street	13,180,000	May 15, 1899 1½	..	.....	..	.....	94½ Dec. 27, 1898
..	..	Western Union Beef	13,600,000	Nov. 23, 1897 2	..	.....	..	.....	8 Apr. 18, 1898
..	..	Westinghouse Elec. & Mfg.	8,813,096	....	.....	.....	.....	.....	*88 Sep. 23, 1898
..	..	Western Gas	4,000,000	July 20, 1899 3	98¼	Jan. 24	93¼	Mar. 6	*98 Mar. 15, 1899
..	..	Wisconsin Central 2d in. paid	8,067,900	....	8¾	June 27	8¼	June 27	8¾ June 27, 1899
..	..	Wisconsin Central pf., t. r.	2,549,200	....	5	Mar. 15	1⅝	May 26	3 June 14, 1899

*Sales of less than 100 shares.

THE WEEK'S TRANSACTIONS.

On the Stock Exchange for the week ended Saturday, July 29, total transactions included 1,534,143 shares of stock, $10,434,000 bonds, with $136,200 Government and no State bonds.

In detail the week's dealings, compared with those of the corresponding week last year, are:

STOCKS.	July 30,'98.	July 29,'99.	Increase.
R. R. & M.	$1,440,610	$1,584,143	$143,533
Banks	10	300	290
Mining	300	43,200	42,900

BONDS.	July 30,'98.	July 29,'99.	Decrease.
R. R. & M.	$17,339,200	$10,434,000	$6,905,200
State	38,000	.....	38,000
Government	1,295,600	136,200	1,159,400

THE MANCHESTER MARKET.

MANCHESTER, July 30.—Last week was a satisfactory one in the market here, the business in yarns about equaling the production, and prices remaining unchanged. The demand for cloth was active, and many Eastern goods were sold far into 1900. Prices continued hardening, and many orders had to be turned down.

Calcutta bought shirtings, and the aggregate of the week's India and China business was considerable. Indian fine goods wanted higher prices, with delivery next year. The cambric piece trade was good. Printing, bleaching, and fancies weaves all hardening. There was no change in the favorable home trade conditions. French spinners sold freely at rising prices. The situation in the German markets was unchanged.

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BANKERS, 41 WALL STREET, N. Y.

MEMBERS NEW YORK STOCK EXCHANGE.

Transact a general banking business. Receive deposits subject to draft. Dividends and interest collected and remitted. Act as Fiscal Agent for and negotiate and issue loans of railroads, street railways, gas companies, etc. Securities bought and sold on commission.

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Lists of current offerings sent on application.

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BANKERS,

Members N. Y. Stock Exchange,

NO. 1 NASSAU STREET.

DIVIDENDS.

STEAM RAILROAD STOCKS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Boston & Maine pf.	3	Sept. 1	Aug. 16	Aug. 21
Buffalo, Roch. & Pittsburg pf.	1	Aug. 15	.....	.....
Bur., C. R. & Northern.	2	Aug. 1	July 5	Aug. 2
Bur., C. R. & Northern (extra).	2	Aug. 1	July 5	Aug. 2
Canada Southern.	1	Aug. 1	July 3	July 17
Central of New Jersey (quarter).	1	Aug. 1	July 14	July 21
Chi. Gt. West. pf. A (semi-annual).	2	July 31	June 26	July 1
Chi., R. I. & Pacific (quarter).	1¼	Aug. 1	June 30	July 10
Chi., St. P., Minn. & Omaha pf.	3½	Aug. 21	.....	.....
Cin., Ham. & Day. new pf. (quarter).	1¾	Aug. 8	July 28	Aug. 9
Cin., Ports. & Va. pf.	2	Aug. 1	.....	.....
Cornwall & Lebanon.	2½	July 31	.....	.....
Des Moines & Ft. D. pf. (annual).	7	Aug. 1	July 5	Aug. 2
Great Northern pf. (quarter).	1¾	Aug. 1	July 15	Aug. 2
Hunt. & Broad Top Mt. pf.	3	Aug. 1	.....	.....
Illinois Central.	2½	Sept. 1	Aug. 1	Aug. 22
Louisville & Nashville.	1½	Aug. 10	July 27	Aug. 10
Louisville & Nashville (extra).	½	Aug. 10	July 27	Aug. 10
Mahoning Coal common.	3	Aug. 1	July 25	Aug. 2
Northern Pacific.	1	Aug. 3	July 11	July 24
Northern Pacific pf. (quarter).	1	Sept. 5	Aug. 10	Aug. 21
Rio Grande Western pf.	$1.25	Aug. 1	.....	.....
Rome, Water. & Og. (quarter).	1¼	Aug. 15	.....	.....
St. J. & Grand Island 1st pf.	1	Aug. 1	July 15	Aug. 2
St. P., Minn. & Manitoba (quarter).	1½	Aug. 1	July 15	Aug. 3

STREET RAILWAY STOCKS.

Albany (N. Y.) Ry. (quarter).	1½	Aug. 1	.....	.....
Albany (N. Y.) Ry. (extra).	1	Aug. 1	.....	.....
Boston Elevated.	3	Aug. 15	.....	.....
Cin., Newport & Covington.	½	Aug. 1	July 25	Aug. 2
Columbus, Ohio, St. Ry. (quarter).	1	Aug. 1	July 22	Aug. 1
Twin City Rap. Tran. Com.	1	Aug. 15	Aug. 11	Aug. 16
Union Street, New Bedford, Mass., (quarter).	2	Aug. 1	.....	.....
Worcester (Mass.) Traction pf.	3	Aug. 1	July 21	Aug. 1

BANK STOCKS.

Bank of the Manhattan Company.	4	Aug. 10	July 27	Aug. 10
Corn Exchange.	6	Aug. 1	July 22	Aug. 2
German-American.	3	Aug. 1	July 22	Aug. 2
Lincoln National (quarter).	3	Aug. 1	July 26	Aug. 1
Pacific (quarter).	2	Aug. 1	July 21	Aug. 7

TRUST COMPANY STOCKS.

Farmers' Loan & Trust (quarter).	5	Aug. 1	July 21	Aug. 2
Hamilton, Brooklyn, (quarter).	2	Aug. 1	July 25	Aug. 1
Kings County, Brooklyn, (quarter).	2½	Aug. 1	July 25	Aug. 2
Nassau	3	Aug. 1	July 26	Aug. 2

MISCELLANEOUS COMPANIES.

American Glue pf.	$4	Aug. 1	.....	.....
American Tobacco (quarter).	1½	Aug. 1	July 17	Aug. 2
American Tobacco pf. (quarter).	2	Aug. 1	July 17	Aug. 2
Bethlehem Iron.	1	Aug. 1	.....	.....
Cambria Steel.	60c	Aug. 15	.....	.....
Chicago Edison (quarter).	2	Aug. 1	.....	.....
Claflin (H. B.) 1st pf. (quarter).	1¼	Aug. 1	July 22	Aug. 2
Claflin (H. B.) 2d pf. (quarter).	1½	Aug. 1	July 22	Aug. 2
Compania Metallurgica Mexicana pf. (semi-annual).	4	Sept. 15	Aug. 1	Sept. 16
Consolidated Car Heating Co.	1½	Aug. 15	July 31	Aug. 16
Consolidated Car Heat. Co. (extra).	1	Aug. 15	July 31	Aug. 16
Consolidated Ice common.	1	Aug. 15	July 3	Aug. 16
Day Light Prism Co. (quarter).	2	July 31	July 24	July 31
D. Prism Co. pf. (semi-annual).	4	July 31	July 24	July 31
D. Prism Co. pf. (extra).	2	July 31	July 24	July 31
Edison El. Ill. of Boston (quarter).	2	Aug. 1	July 20	Aug. 2
Erie & Western Transportation.	2½	July 31	July 25	Aug. 1
Flat Top Coal Land.	½	Aug. 1	.....	.....
Flat Top Coal Land pf.	1	Aug. 1	.....	.....
General Electric pf.	3½	July 31	.....	.....
Harrison Bros. & Co. pf. (quarter).	1¾	Aug. 1	July 20	Aug. 3
Henderson Bridge.	2½	Aug. 1	July 22	Aug. 2
International Pump pf. (quarter).	1¾	Aug. 1	July 20	Aug. 1
Jefferson & Clearfield Coal pf.	2½	Aug. 15	Aug. 4	Aug. 16
Lawyers' Title Insurance.	2½	Aug. 1	July 15	Aug. 2
Municipal Gas Albany (quarter).	2½	Aug. 1	July 25	Aug. 2
New England Tel. & Tel. (quarter).	1½	Aug. 15	July 31	Aug. 15
Omaha Water 1st pf.	2½	Aug. 10	.....	.....
Omaha Water 2d pf.	1	Aug. 10	.....	.....
Pennsylvania Coal (quarter).	4	Aug. 1	July 20	Aug. 2
Procter & Gamble common.	6	Aug. 15	Aug. 1	Aug. 16
Pullman's Palace Car (quarter).	1½	Aug. 15	Aug. 1	Aug. 16
Quincy Mining.	$6	Aug. 15	July 20	Aug. 1
Rochester Gas & Electric pf.	3	Aug. 1	July 21	Aug. 1
St. Paul Gas Light (quarter).	1	Aug. 15	Aug. 5	Aug. 16
Saratoga Gas, El. L. & P. pf.	2½	Aug. 1	July 20	Aug. 4
Standard Underground Cable.	*40	Aug. 1	Aug. 1	Aug. 8
Torrington Co., Class A.	4	Aug. 1	July 21	Aug. 1
Torrington Co., Class B.	8	Sept. 1	.....	.....
United States Rubber.	1	July 31	July 15	Aug. 1
United States Rubber pf. (quarter).	2	July 31	July 15	Aug. 1
Warwick Iron & Steel (quarter).	2	Aug. 10	Aug. 1	Aug. 11

*Stock.

MEETINGS.

	Books Close.	Books Open	Date.	Nature.
Chicago & Alton.	.....	.....	Sept. 7	Special
Chicago, Mil. & St. Paul.	.....	.....	Oct. 5	Special
New York Air Brake Co.	July 31	Aug. 17	Aug. 16	Special
Toledo & Ohio Central.	Aug. 4	Sept. 5	Sept. 4	Annual

ON THE LONDON EXCHANGE.

LONDON, July 30.—Americans received considerable attention from investors last week, and prices were buoyant and strong, showing material improvement and closing at the best figures of the week. The feature of the dealings was the buying of Louisville and Nashville shares.

The principal advances were: Wabash debt, which rose 1⅜ points; Norfolk and Western preferred, 1⅛; Northern Pacific, 1¼; Louisville and Nashville, 1⅛; Central Pacific, 1⅛; Baltimore and Ohio, 1; Denver and Rio Grande, ⅝; Erie preferred, ¾; Northern Pacific preferred, ⅝; Reading firsts, ⅜; Union Pacific, ¾. Most of the other Americans rose from ¼ to ½ point.

BULLION STATISTICS.

Silver bullion certificates were quoted on the Stock Exchange at 60¾@61.

Bar silver in London was 27-11-16d per ounce, and in New York 60¾c. Mexican silver dollars at 48c.

The Mercantile Safe Deposit Company holds 534,130.63 ounces of silver bullion.

VERMILYE & CO.,

BANKERS,

NASSAU AND PINE STREETS, NEW YORK CITY.

27 STATE STREET, BOSTON.

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BOUGHT AND SOLD.

Also First Mortgage Bonds of Established Railways.

APPRAISEMENTS MADE OR QUOTATIONS FURNISHED FOR THE PURCHASE, SALE OR EXCHANGE OF ABOVE SECURITIES.

LISTS ON APPLICATION.

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International Banking & Trust Co.

149 BROADWAY, NEW YORK.

Capital paid in . . . $1,000,000

Surplus 500,000

Entire Capital Invested in New York City 3½ Per Cent. Bonds.

Transacts a General Banking Business.

Corporation, commercial, and private accounts, subject to check and payable through Clearing House, accepted and interest paid on their daily balances.

Commercial and other paper discounted or purchased and loans made on Corporate Securities, Foreign Exchange, Warehouse Receipts, Bills of Lading, Life Insurance Policies, and Real Estate.

Exchange bought and sold and Circular and Commercial Letters of Credit issued.

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Capital, . . $1,500,000

Surplus . . 1,400,000

Deposits . 25,000,000

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Stocks, Bonds, Investment Securities.

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THE STATE TRUST CO.

100 BROADWAY.

Capital and Surplus, $1,800,000

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OF NEW YORK.

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STATEMENT JUNE 30TH, 1899.

RESOURCES.

N. Y. City Bonds		$1,421,842 91
Other Bonds and Securities		184,215 00
Bond and Mortgage		20,000 00
Loans on Collaterals		8,876,421 57
Bills Purchased		160 920 00
Cash in Vault and Banks		1,922,415 43
Furniture and Fixtures		12,210 48
Interest, Commissions, etc., Receivable		41,891 05
		$12,639,916 43

LIABILITIES.

Capital		$1,000,000 00
Surplus		1,000,000 00
Undivided Profits		41,029 75
Deposits:		
General	$10,471,744 17	
In Trust	87,922 00	
		10,559,666 17
Interest, Taxes, etc., Payable		39,220 51
		$12,639,916 43

Began business March 1, 1899

Jacob Rubino,

3 BROAD ST., Drexel Bldg., NEW YORK

BROKER AND DEALER IN

Railway Bonds, Guaranteed Stocks, and Other Investment Securities

That do NOT NEED REORGANIZATION

HATCH & FOOTE,

BANKERS,

No. 3 Nassau and 18 Wall St., N.Y.

ESTABLISHED 1867.

MEMBERS N. Y. STOCK EXCHANGE.